

UWVP

UNIFIED WORK PROGRAM FOR TRANSPORTATION

*NORTHEASTERN ILLINOIS
FISCAL YEAR 2006*

June 30, 2005



Chicago Area Transportation Study

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Chicago Area Transportation Study

Chicago Area Transportation Study (CATS) was formed in 1955 to develop the first comprehensive long-range transportation plan for the northeastern Illinois region. Since then the CATS has been designated by the governor of Illinois and northeastern Illinois local officials as the metropolitan planning organization (MPO) for the region.

The Policy Committee is the metropolitan planning organization for northeastern Illinois. It plans, develops and maintains an affordable, safe and efficient transportation system for the region, and provides the forum through which local decision makers develop regional plans and programs.

This document was prepared by the Chicago Area Transportation Study sponsored by the agencies on the Policy Committee. The report has been financed in part by the U.S. Department of Transportation, Federal Highway Administration and the Federal Transit Administration and authorized by the State of Illinois.



CHICAGO AREA TRANSPORTATION STUDY

300 West Adams Street Chicago, Illinois 60606 (312) 793-3456 Fax (312) 793-3481

June 10, 2005

Mr. Richard Smith, Director
Office of Planning and Programming
Illinois Department of Transportation
2300 S. Dirksen Parkway
Springfield IL 62764

Dear Mr. Smith:

I am transmitting to the Illinois Department of Transportation the FY 2006 Unified Work Program (UWP) for transportation planning in northeastern Illinois. The UWP has been endorsed by the Chicago Area Transportation Study Policy Committee, which is the Metropolitan Planning Organization for northeastern Illinois. The endorsement resolution is attached.

Thank you for the interest you have shown in the UWP and the assistance you have provided in developing the document.

Sincerely,

Mark S. Thomas, Secretary
Unified Work Program Committee

POLICY COMMITTEE: TIMOTHY W. MARTIN-CHAIRMAN, Secretary, Illinois Department of Transportation; MIGUEL d'ESCOTO-VICE CHAIRMAN, Commissioner, Department of Transportation, Representing City of Chicago; PAULA THIBEAULT, Executive Director, Representing Regional Transportation Authority; RAE RUPP SRCH, Commissioner, Representing Northeastern Illinois Planning Commission; JEFFERY SCHIELKE, Mayor, City of Batavia, Representing Council of Mayors; JAMES ELDRIDGE, JR., Chief Administrative Officer, Representing Cook County; TOM CUCULICH, Director of Economic Development & Transportation Planning, Representing DuPage County; KAREN McCONNAUGHAY, County Board Chairman, Kane County; SUZI SCHMIDT, County Board Chairman, Lake County; KENNETH D. KOEHLER, County Board Chairman, McHenry County; SHELDON LATZ, County Engineer, Representing Will County; FRANK KRUESI, President, Representing Chicago Transit Authority; MICHAEL W. PAYETTE, Vice President, Union Pacific Railroad, Representing Class I Railroad Companies; JEFFREY R. LADD, Chairman, Commuter Rail Board-Metra; JOHN D. RITA, South Suburban Mass Transit District, Representing Mass Transit Districts; JOHN McCARTHY, President, Continental Air Transport, Representing Private Transportation Providers; JOHN J. CASE, Chairman, Representing Suburban Bus Board-Pace; LEANNE P. REDDEN, Chief of Planning, Representing Illinois State Toll Highway Authority; NORMAN R. STONER, Division Administrator, Representing Federal Highway Administration; JOEL P. ETTINGER, Regional Administrator, Representing Federal Transit Administration; DONALD KOPEC-SECRETARY, Acting Executive Director, Chicago Area Transportation Study.

CHICAGO AREA TRANSPORTATION STUDY
POLICY COMMITTEE

RESOLUTION
Number 05-12

**A RESOLUTION ENDORSING THE FISCAL YEAR 2006 UNIFIED WORK PROGRAM
FOR NORTHEASTERN ILLINOIS**

WHEREAS, the Policy Committee of the Chicago Area Transportation Study is the Metropolitan Planning Organization (MPO) for northeastern Illinois, designated by the Governor, as being responsible together with the State of Illinois, and public transportation operators, for carrying out the provisions of Section 134 Title 23 U.S. Code and Section 5303 Title 49 U.S. Code; and

WHEREAS, the federal regulations for Metropolitan Transportation Planning and Programming, as specified in 23 CFR Part 450.314 require that the MPO develop a Unified Work Program for transportation planning; and

WHEREAS, the Unified Work Program Committee has developed and recommended projects for inclusion in the Fiscal Year 2006 Unified Work Program; and

WHEREAS, these projects were submitted to the funding agencies and project review agencies; and

WHEREAS, the projects have been approved by the funding agencies and were found consistent with regional and state plans and policies by the project review agencies; and

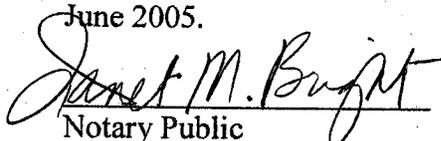
WHEREAS, the Fiscal Year 2006 Unified Work Program is essential to meeting the provisions of the Federal Transit Act; and

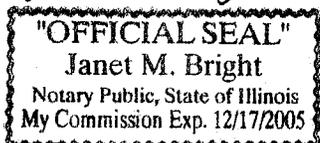
WHEREAS, the Work Program Committee has approved the Fiscal Year 2006 UWP as developed by the Unified Work Program Committee and recommended Policy Committee endorsement.

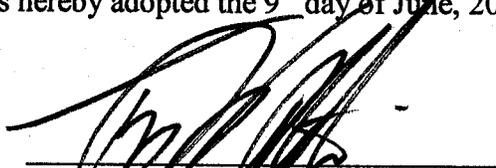
NOW, THEREFORE, BE IT RESOLVED THAT: the Policy Committee of the Chicago Area Transportation Study hereby endorses the FY 2006 Unified Work Program as summarized by the attached Executive Summary and authorizes the CATS staff to prepare and distribute the UWP document.

The above and foregoing resolution is hereby adopted the 9th day of June, 2005.

Subscribed and Sworn to
before me this 9th day of
June 2005.


Notary Public




Tim Martin
Chairman, CATS Policy Committee


Don Kopec
Secretary, CATS Policy Committee

**FY 2006 UNIFIED WORK PROGRAM
NORTHEASTERN ILLINOIS
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SECTION I
EXECUTIVE SUMMARY

UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2006 (FY06) Unified Work Program (UWP) for transportation planning for northeastern Illinois programs a total expenditure of \$13,639,000 in planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), state and local sources, and matching funds from the Illinois Department of Transportation (IDOT) and local sources. There are no funds carried over or reprogrammed from previous fiscal years. The program is fiscally constrained, as the new budget totals are within the IDOT estimated funding marks (\$10,192,600 FHWA PL and \$3,446,400 FTA).

The UWP was developed through the UWP Committee of the Chicago Area Transportation Study (CATS). Voting members represent: CATS Councils of Mayors, Chicago Transit Authority (CTA), City of Chicago, Northeastern Illinois Planning Commission (NIPC), Regional Transportation Authority (RTA), counties of under one million in population, Pace and Metra. IDOT serves as the chair of the committee who votes in case of ties; non-voting members who participated in the discussions of the UWP Committee represent CATS staff, FHWA, FTA and the Illinois Environmental Protection Agency (IEPA). The UWP Committee annually develops the UWP for northeastern Illinois.

The FY06 UWP is a one year program covering the State of Illinois fiscal year from July 1, 2005 through June 30, 2006. The UWP Committee developed the FY06 UWP based on the UWP funding mark for the metropolitan planning area. Project selection was guided by an analysis of emphasis areas reviewed by the CATS Work Program Committee and the CATS Policy Committee, and an analysis of federal requirements and guidelines. This process is discussed further in Appendix K. The UWP is submitted to the Work Program Committee, which recommends that it be approved by the CATS Policy Committee, the Metropolitan Planning Organization (MPO) for northeastern Illinois. Approval by the Policy Committee signifies official MPO endorsement of the UWP.

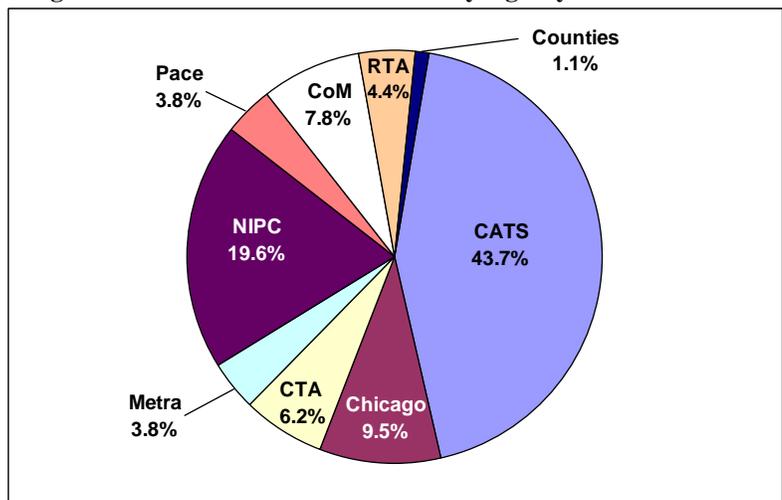
FY06 UWP funds will be programmed to CATS, CTA, the city of Chicago, NIPC, RTA, Metra, Pace, DuPage County and the Regional Councils of Mayors. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Transportation Equity Act for the 21st Century. Projects which support implementation of the Interagency Agreement for Regional Planning in Northeastern Illinois (reaffirmed in 2000) will receive funding. Other projects support ongoing regional transportation planning, programming and implementation efforts.

Funding by Agency

Figure 1 shows the share of FY06 UWP funds programmed to each agency. CATS is receiving 43.7% of the new FHWA PL and FTA section 5303 funds to collect and analyze transportation data, support required MPO activities and perform transportation studies. Most of CATS' activities support the implementation of the interagency agreement. The CTA, RTA, Metra and Pace are receiving 6.2%, 4.4%, 3.8% and 3.8% of the funds, respectively, to perform studies related to their systems, to prepare recommended improvement programs and to plan coordinated service.

The City of Chicago is receiving 9.5% of the funds to perform studies of facilities proposed within its boundaries and gather data. NIPC is receiving 19.6% to provide comprehensive planning guidance to the MPO process and help coordinate transportation planning with comprehensive regional planning, land use plans, urban development objectives, and the region's overall social, economic and civil rights goals and objectives, in compliance with federal regulations and

Figure 1. Share of FY06 UWP Funds by Agency



in support of the interagency agreement. (IDOT will provide one-half of the local match for NIPC's PL and SPR funds, through staff time spent participating in the process.) The Regional Councils of Mayors are receiving 7.8% in order to assist local elected officials to participate effectively in the MPO process, as well as to undertake subregional studies. DuPage County is receiving 1.1% for transit service support within the county.

Agency budgets in thousands of dollars, including the local match, are summarized in the following table. Note: an additional \$2,461,600 (not included in the table) will be provided by the Illinois Department of Transportation to fund the regional travel survey, the Metropolitan Household-Based Activity and Travel Behavior Inventory.

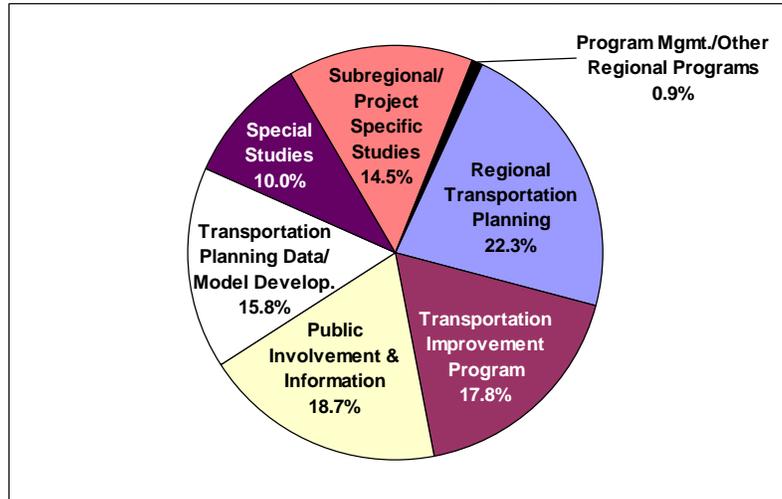
	Total	FTA	PL
CATS	\$5,965.0	\$716.4	\$5,248.6
Chicago	\$1,290.0	\$155.0	\$1,135.0
CTA	\$850.0	\$850.0	
Metra	\$525.0	\$525.0	
NIPC	\$2,671.0		\$2,671.0
Pace	\$525.0	\$525.0	
Regional Council of Mayors	\$1,063.0		\$1,063.0
RTA	\$600.0	\$600.0	
Counties	\$150.0	\$75.0	\$75.0
TOTAL	\$13,639.0	\$3,446.4	\$10,192.6

Note: Figures in thousands of dollars; local match included.

Funding by Program Category

The FY06 UWP is divided into seven major program categories, which were endorsed by the Work Program Committee in 2001. The organization of the UWP is designed to reflect the importance the MPO attaches to different program categories. The program categories are briefly described below and Figure 2 shows the share of FY06 UWP funds going to each category. Each program category is comprised of program components, which are used to delineate specific tasks or functions under the broad category and help group similar projects together. Together, the program components represent the general topical areas that are addressed by projects in the program category.

Figure 2. Share of FY06 UWP Funds by Program Category



1. **Regional Transportation Planning**

The projects in this program category fall under three general topical areas: RTP Development; Analysis of Socioeconomic and Land Use/Transportation Relationships; and Regional Comprehensive Land Use Plan. RTP Development projects are undertaken to create and update the region's long range transportation plan. The 2030 RTP (*Shared Path 2030*) was adopted by the CATS Policy Committee in October 2003. The RTP is on a three-year plan cycle and the update to the 2030 RTP is expected to be approved by the CATS Policy Committee in October 2006. Work has begun on implementation studies for many of the 2030 RTP's recommendations. Research efforts have also been initiated on financial alternatives for the RTP, as well as on new planning emphasis areas relating to safety and security, management and operations, environmental processes and technical planning methods.

Projects addressing issues related to the Analysis of Socioeconomic and Land Use/Transportation Relationships are done to support transportation planning and programming in the region. Tasks include the preparation of population, household and employment forecasts, and analyses of land

use/transportation relationships that are necessary for developing transportation plans. Building on the development of the comprehensive regional land use plan as well as ongoing planning and data efforts, NIPC will prepare detailed socioeconomic forecasts to be used in the modeling process.

Projects addressing the Regional Comprehensive Land Use Plan will constitute the UWP's contribution to NIPC's development of the regional comprehensive land use plan, consistent with the Interagency Agreement. The Interagency Agreement for Regional Planning in Northeastern Illinois establishes the development of a comprehensive land use plan, and its use to guide transportation planning, as important regional planning goals. In April 2005 the NIPC executive and planning committees voted to approve release of the draft 2040 Regional Framework Plan for public comment. Following public comment, efforts will focus on implementing the plan, especially in linking local land use decisions to regional issues of growth management, transportation and the environment.

The budget for this program category is \$3,042,500, which is 22.3% of the total FY06 UWP budget.

2. Transportation Improvement Program

The projects in this category help to create and maintain a prioritized, fiscally constrained capital improvement program for the northeastern Illinois region, which is consistent with and supportive of regional comprehensive and functional plans and federal rules. The budget for this category is \$2,429,100, which is 17.8% of the total UWP.

3. Public Involvement and Information

The projects in this program category create and employ mechanisms for obtaining input from individuals and groups in the development of UWP funded plans and programs, inform the public about transportation planning activities in the region and respond to requests for information, reports and data. This category includes support for the Council of Mayors, which is a critical link between regional transportation planning agencies and the general public. For several years, the regional agencies have been working to expand their public involvement efforts, and this will continue in FY06. Research efforts have been initiated on new and innovative public involvement strategies for use during the RTP update. Funds allocated to this category total \$2,551,700, or 18.7% of the UWP budget.

4. Transportation Planning Data/Model Development

The projects in this category are focused on the collection, display and dissemination of primary and secondary data related to transportation and demographics. These projects provide the technical tools and basic data for the region's transportation planning and plan implementation efforts. The category specifically does not include analysis or use of the data in other projects. The total funds allocated to this category are \$2,152,500 (15.8% of FY06 UWP funding).

5. Special Studies

There are three topical areas in this program category: Environmental Studies; Special Groups; and Asset Management. In Environmental Studies, agencies will undertake technical studies and management efforts to contribute to improving the region's air quality and provide for regional participation and contribution to statewide air quality planning activities. Tasks in this area range from keeping abreast of regulatory changes that affect how the region meets federal air quality requirements to staff analyses that advise IEPA on how technical changes affect the region's ability to meet conformity budgets to identifying and evaluating projects with air quality benefits.

Special Groups includes projects designed to improve transportation services for protected classes under applicable laws and regulations, and to ensure that the transportation planning process is accessible and responsive to members of minority groups and other protected classes.

Asset Management focuses on preserving the value of existing assets, such as transit systems, through planning and resource management. Projects addressing Asset Management include projects designed to develop operational, demand and information technology strategies to improve the efficiency of the transportation system.

The budget for this program category is \$1,367,100, representing 10.0% of the total UWP budget.

6. Subregional and Project Specific Studies

The projects in this category are concerned with developing transportation plans for areas smaller than the entire region, or performing studies of specific proposed transportation improvements. These efforts support implementation of the regional transportation plan by performing special studies to confirm the need for transit and highway improvements, and provide the basis for more detailed consideration of alternative solutions. The budget for the category is \$1,975,700, or 14.5% of the total UWP.

7. Program Management and Other Regional Programs

The projects in this category provide management support for the UWP or provide for undertaking other projects which support the MPO's goals and are deemed important to the region. The budget for this category is \$120,400, less than 1% of the total UWP budget.

Program Funding Summary Tables

On the following pages are several tables that summarize the contents of the FY06 UWP.

- Table 1 shows the allocation of all planning funds by program category, recipient agency and funding source. The local match for the federal funds is shown as a separate line item.
- Table 2, the Summary of UWP Projects and Budgets, provides project-by-project detail on the distribution of planning funds. Local match is included in the figures shown, and FTA funds and PL funds are shown as separate line items for each project.
- Table 3 summarizes the distribution of planning funds for each project by the recipient agency, rather than by the UWP program category. These figures also include the local match.

UWP Document Layout

The remainder of the FY06 UWP is divided into the following sections:

- Section II – contains a listing of all the major planning products to be produced in FY06, the scheduled completion date of each product, and the lead agency responsible for ensuring the completion of the product on schedule.
- Section III – is the main body of the UWP and provides detailed information on all of the projects funded by the FY06 UWP. It also includes the program category and work element descriptions, and budgets at the program category level. The work element descriptions include all of the anticipated products, as well as the steps needed to produce them and the dates they are due. All detailed budgets include local match, where required.
- Appendices – address the topics of sources of local match, overhead cost plans, civil rights, staffing needs to meet UWP-funded projects, cost allocation plans, object class budgets, audits, comments received on the preliminary UWP, acronyms used in the document, non-UWP funded transportation projects in the region, and the project selection process used to develop the FY06 UWP.

Table 1: Summary of UWP Projects and Budgets by Category

(All figures in thousands, local match included)

	TOTAL	CATS	Chicago	CoM	CTA	Counties	Metra	NIPC	Pace	RTA
REGIONAL TRANSPORTATION PLANNING										
FTA	400.0	80.0			160.0				160.0	
PL	2,034.0	222.0	44.0					1,768.0		
Local Match	608.5	75.5	11.0		40.0			442.0	40.0	
Category Total	3,042.5	377.5	55.0		200.0			2,210.0	200.0	
TRANSPORTATION IMPROVEMENT PROGRAM										
FTA	765.0	225.0			440.0		100.0			
PL	1,178.3	666.3	512.0							
Local Match	485.8	222.8	128.0		110.0		25.0			
Category Total	2,429.1	1,114.1	640.0		550.0		125.0			
PUBLIC INVOLVEMENT AND INFORMATION										
FTA	394.2	394.2								
PL	1,647.1	655.9		822.4				168.8		
Local Match	510.3	262.5		205.6				42.2		
Category Total	2,551.7	1,312.7		1,028.0				211.0		
TRANSPORTATION PLANNING DATA/MODELS										
FTA	400.0				80.0		320.0			
PL	1,322.0	866.0	228.0	28.0				200.0		
Local Match	430.5	216.5	57.0	7.0	20.0		80.0	50.0		
Category Total	2,152.5	1,082.5	285.0	35.0	100.0		400.0	250.0		
SPECIAL STUDIES										
FTA	36.8	36.8								
PL	1,056.9	1,056.9								
Local Match	273.4	273.4								
Category Total	1,367.1	1,367.1								
SUBREGIONAL AND PROJECT SPECIFIC STUDIES										
FTA	761.0	21.0							260.0	480.0
PL	819.5	451.5	248.0				120.0			
Local Match	395.1	118.1	62.0				30.0		65.0	120.0
Category Total	1,975.7	590.7	310.0				150.0		325.0	600.0
PROGRAM MANAGEMENT AND OTHER REGIONAL PROGRAMS										
PL	96.3	96.3								
Local Match	24.1	24.1								
Category Total	120.4	120.4								
FTA Total	2,757.1	757.1			680.0		420.0		420.0	480.0
PL Total	8,154.1	4,014.9	1,032.0	850.4		120.0		2,136.8		
Local Match Total	2,727.8	1,193.0	258.0	212.6	170.0	30.0	105.0	534.2	105.0	120.0
UWP Total	13,639.0	5,965.0	1,290.0	1,063.0	850.0	150.0	525.0	2,671.0	525.0	600.0

Table 2: Summary of UWP Projects and Budgets

(All figures in thousands, local match included)

REGIONAL TRANSPORTATION PLANNING	Agency	TOTAL	FTA	PL
<u>Component: 1100 Transportation System Planning</u>				
Work Element: 1100.01 2030 Regional Transportation Plan	CATS	200.1	100.05	100.05
Work Element: 1100.07 Regional Transportation Plan	NIPC	135.0		135.0
Work Element: 1100.08 Bicycle and Pedestrian Planning	CATS	77.4		77.4
Work Element: 1100.10 Pedestrian Safety Plan	Chicago	55.0		55.0
Work Element: 1100.13 Financial Scenarios for 2030 RTP	CATS	100.0		100.0
Work Element: 1100.14 Local/Community Service Planning	Pace	200.0	200.0	
Work Element: 1100.15 Rail System Planning Using On-Track Software	CTA	200.0	200.0	
<i>Total Component 1100</i>		967.5	500.05	467.45
<u>Component: 1205 Growth Monitoring</u>				
Work Element: 1205.02 Growth Monitoring and 2005 Land Use Inventory	NIPC	435.0		435.0
Work Element: 1205.03 2005 Digital Orthophotography	NIPC	125.0		125.0
<i>Total Component 1205</i>		560.0		560.0
<u>Component: 1210 Forecasting</u>				
Work Element: 1210.22 Population, Household & Employment Forecasts	NIPC	450.0		450.0
<i>Total Component 1210</i>		450.0		450.0
<u>Component: 1604 Comprehensive General Plan</u>				
Work Element: 1604.01 Implementation of 2040 Regional Framework Plan	NIPC	785.0		785.0
Work Element: 1604.02 2040 Framework Plan Reports	NIPC	280.0		280.0
<i>Total Component 1604</i>		1,065.0		1,065.0
Category Total		3,042.50	500.05	2,542.45
TRANSPORTATION IMPROVEMENT PROGRAM	Agency	TOTAL	FTA	PL
<u>Component: 2351 Development of Five Year TIP</u>				
Work Element: 2351.01 TIP/CMAQ Program Development	CATS	675.0	51.2	623.8
Work Element: 2351.02 TIP Development and Monitoring	Chicago	140.0		140.0
Work Element: 2351.03 Preliminary Development	CTA	450.0	450.0	
Work Element: 2351.05 Program Development	Metra	125.0	125.0	
Work Element: 2351.07 Preliminary Planning	Chicago	500.0		500.0
<i>Total Component 2351</i>		1,890.0	626.2	1,263.8
<u>Component: 2354 Tip Impact Analysis</u>				
Work Element: 2354.03 RTP/TIP Conformity Analysis	CATS	276.5		276.5
<i>Total Component 2354</i>		276.5		276.5
<u>Component: 2356 TIP Public Participation</u>				
Work Element: 2356.02 Coordination of STP with Local Elected Officials	CATS	162.6		162.6
<i>Total Component 2356</i>		162.6		162.6
<u>Component: 2357 TIP Fiscal Forecast</u>				
Work Element: 2357.05 Fiscal Forecasting and Analysis	CTA	100.0	100.0	
<i>Total Component 2357</i>		100.0	100.0	
Category Total		2,429.1	726.2	1,702.9

Table 2: Summary of UWP Projects and Budgets

(All figures in thousands, local match included)

PUBLIC INVOLVEMENT AND INFORMATION	Agency	TOTAL	FTA	PL
<u>Component: 3004 Public Involvement and Information</u>				
Work Element: 3004.01 General Public Information and Involvement	CATS	645.6	322.8	322.8
Work Element: 3004.03 Public Involvement	NIPC	211.0		211.0
Work Element: 3004.04 Public Involvement for the RTP Update	CATS	340.0	170.0	170.0
<i>Total Component 3004</i>		<u>1,196.6</u>	<u>492.8</u>	<u>703.8</u>
<u>Component: 3339 Regional Council of Mayors</u>				
Work Element: 3339.20 Regional CoM Support and Mgmt	CATS	327.1		327.1
Work Element: 3339.32 Subregional Transportation Planning	CoM	1,028.0		1,028.0
<i>Total Component 3339</i>		<u>1,355.1</u>		<u>1,355.1</u>
Category Total		<u>2,551.7</u>	<u>492.8</u>	<u>2,058.9</u>
TRANSPORTATION PLANNING DATA/MODELS	Agency	TOTAL	FTA	PL
<u>Component: 4203 Geographic Reference Files</u>				
Work Element: 4203.02 Geographic Information Systems	NIPC	250.0		250.0
<i>Total Component 4203</i>		<u>250.0</u>		<u>250.0</u>
<u>Component: 4311 Facilities Monitoring</u>				
Work Element: 4311.54 Council of Mayors Data Collection	CoM	35.0		35.0
<i>Total Component 4311</i>		<u>35.0</u>		<u>35.0</u>
<u>Component: 4318 Transportation Information</u>				
Work Element: 4318.48 Travel/Data Monitoring	CATS	440.6		440.6
Work Element: 4318.58 Station/Train Boarding and Alighting Counts	Metra	400.0	400.0	
Work Element: 4318.64 Reg. Internet Planning Databases Archive	CATS	413.5		413.5
Work Element: 4318.68 Chicago Average Daily Traffic Data Collection	Chicago	285.0		285.0
<i>Total Component 4318</i>		<u>1,539.1</u>	<u>400.0</u>	<u>1,139.1</u>
<u>Component: 4341 Transportation Planning Procedures</u>				
Work Element: 4341.63 Travel Model Development and Support	CATS	228.4		228.4
Work Element: 4341.74 Farecard-Based Passenger Flow Study	CTA	100.0	100.0	
<i>Total Component 4341</i>		<u>328.4</u>	<u>100.0</u>	<u>228.4</u>
Category Total		<u>2,152.5</u>	<u>500.0</u>	<u>1,652.5</u>

Table 2: Summary of UWP Projects and Budgets

(All figures in thousands, local match included)

SPECIAL STUDIES	Agency	TOTAL	FTA	PL
<u>Component: 5321 Asset Management: Highway Facilities</u>				
Work Element: 5321.16 Congestion Monitoring	CATS	200.5		200.5
<i>Total Component 5321</i>		200.5		200.5
<u>Component: 5325 Asset Management: Transit</u>				
Work Element: 5325.49 International Conference on Privatization	CATS	146.9		146.9
Work Element: 5325.56 Comp. Study of the Private Sector Transit Industry	CATS	50.0		50.0
<i>Total Component 5325</i>		196.9		196.9
<u>Component: 5328 Asset Management: Multi-Modal</u>				
Work Element: 5328.02 Implementation of the ITS Component of the RTP	CATS	194.3		194.3
Work Element: 5328.03 Freight Operations Analysis and Research	CATS	78.3		78.3
Work Element: 5328.05 Transportation Management & Operations	CATS	209.8		209.8
Work Element: 5328.90 Regional Baseline Data & Inventory	CATS	210.2		210.2
Work Element: 5328.93 Regional Rideshare Services Program	CATS	147.5		147.5
<i>Total Component 5328</i>		840.1		840.1
<u>Component: 5363 Mobility Limited Services</u>				
Work Element: 5363.16 Trans Planning for Seniors/People with Disabilities	CATS	61.3	46.0	15.3
<i>Total Component 5363</i>		61.3	46.0	15.3
<u>Component: 5382 TCM Evaluation and Implementation</u>				
Work Element: 5382.14 Regional PAQB Development and Tracking	CATS	68.3		68.3
<i>Total Component 5382</i>		68.3		68.3
Category Total		1,367.1	46.0	1,321.1
SUBREGIONAL AND PROJECT SPECIFIC STUDIES				
	Agency	TOTAL	FTA	PL
<u>Component: 6334 Multi-Modal Transportation Studies</u>				
Work Element: 6334.19 Highway and Transit Project Assistance	CATS	303.5		303.5
<i>Total Component 6334</i>		303.5		303.5
<u>Component: 6335 Transit Studies</u>				
Work Element: 6335.04 Roosevelt Road Connector Route Plan	Counties	75.0	37.5	37.5
Work Element: 6335.05 Schaumburg-Downers Grove Connector Route Plan	Counties	75.0	37.5	37.5
Work Element: 6335.21 Customer Satisfaction Index Survey	Pace	175.0	175.0	
Work Element: 6335.35 Bus Rapid Transit Network Development	Pace	150.0	150.0	
Work Element: 6335.46 O'Hare/Midway Express Guideway/Terminal Plans	Chicago	310.0	155.0	155.0
Work Element: 6335.68 Transit New Starts Technical Assistance	CATS	26.3	26.3	
<i>Total Component 6335</i>		811.3	581.3	230.0
<u>Component: 6336 Freight Planning</u>				
Work Element: 6336.04 C4T Initiative	CATS	62.6		62.6
Work Element: 6336.05 Motor Freight Velocity Project	CATS	31.3		31.3
Work Element: 6336.06 Freight Media Project	CATS	16.7		16.7
<i>Total Component 6336</i>		110.6		110.6
<u>Component: 6337 Bicycle/Pedestrian Studies</u>				
Work Element: 6337.06 Regional Pedestrian Safety Initiative	CATS	150.3		150.3
<i>Total Component 6337</i>		150.3		150.3
<u>Component: 6607 Transit Oriented Development</u>				
Work Element: 6607.01 RTAP 2005 Station Area Planning - TOD Studies	RTA	600.0	600.0	
<i>Total Component 6607</i>		600.0	600.0	
Category Total		1,975.7	1,181.3	794.4

Table 2: Summary of UWP Projects and Budgets

(All figures in thousands, local match included)

PROGRAM MANAGEMENT AND OTHER REGIONAL PROGRAMS	Agency	TOTAL	FTA	PL
<i>Component: 7001 UWP Development and Monitoring</i>				
Work Element: 7001.01 UWP Development and Monitoring	CATS	120.4		120.4
<i>Total Component 7001</i>		120.4		120.4
Category Total		120.4		120.4
 UWP TOTAL		 13,639.0	3,446.35	10,192.65

REGIONAL TRAVEL SURVEY

“\$2,461,600.00 in additional funding for the Household-Based Activity and Travel Behavior Inventory will be provided by the Illinois Department of Transportation.”

Table 3: Summary of UWP Projects and Budgets by Recipient Agency

(All figures in thousands, local match included)

Number	Project Title	Total	FTA	PL
CATS				
1100.01	2030 Regional Transportation Plan	200.1	100.05	100.05
1100.08	Bicycle and Pedestrian Planning	77.4		77.4
1100.13	Financial Scenarios for 2030 Regional Transportation Plan	100.0		100.0
2351.01	TIP and CMAQ Program Development, Monitoring and Public Involvement	675.0	51.2	623.8
2354.03	RTP/TIP Conformity Analysis and SIP Consultation and Coordination	276.5		276.5
2356.02	Coordination of STP with Local Elected Officials	162.6		162.6
3004.01	General Public Information and Involvement	645.6	322.8	322.8
3004.04	Public Involvement for the RTP Update	340.0	170.0	170.0
3339.20	Reg. CoM Support and Management of Sub-regional Transp.Planning Prg	327.1		327.1
4318.48	Travel/Data Monitoring	440.6		440.6
4318.64	Regional Internet Planning Databases Archive & Inventory	413.5		413.5
4341.63	Travel Model Development and Support	228.4		228.4
5321.16	Congestion Monitoring	200.5		200.5
5325.49	International Conference on Privatization	146.9		146.9
5325.56	Comprehensive Study of the Private Sector Transit Industry	50.0		50.0
5328.02	Implementation of the ITS Component of the RTP	194.3		194.3
5328.03	Freight Operations Analysis and Research	78.3		78.3
5328.05	Transportation Management & Operations	209.8		209.8
5328.90	Regional Baseline Data & Inventory	210.2		210.2
5328.93	Regional Rideshare Services Program	147.5		147.5
5363.16	Transportation Planning for Seniors and People with Disabilities	61.3	46.0	15.3
5382.14	Regional PAQB Development and Tracking	68.3		68.3
6334.19	Highway and Transit Project Assistance	303.5		303.5
6335.68	Transit New Starts Technical Assistance	26.3	26.3	
6336.04	C4T Initiative	62.6		62.6
6336.05	Motor Freight Velocity Project	31.3		31.3
6336.06	Freight Media Project	16.7		16.7
6337.06	Regional Pedestrian Safety Initiative	150.3		150.3
7001.01	UWP Development and Monitoring	120.4		120.4
CATS Total		5,965.0	716.4	5,248.6
Chicago				
1100.10	Pedestrian Safety Plan	55.0		55.0
2351.02	TIP Development and Monitoring	140.0		140.0
2351.07	Preliminary Planning	500.0		500.0
4318.68	Chicago City-wide Average Daily Traffic (ADT) Data Collection	285.0		285.0
6335.46	O'Hare/Midway Express Guideway and Terminal Plans	310.0	155.0	155.0
Chicago Total		1,290.0	155.0	1,135.0
Council of Mayors				
3339.32	Subregional Transportation Planning, Programming and Management	1,028.0		1,028.0
4311.54	Council of Mayors Data Collection	35.0		35.0
Council of Mayors Total		1,063.0		1,063.0

Table 3: Summary of UWP Projects and Budgets by Recipient Agency

(All figures in thousands, local match included)

Number	Project Title	Total	FTA	PL
CTA				
1100.15	Rail System Planning Using On-Track Simulation Software	200.0	200.0	
2351.03	Preliminary Development	450.0	450.0	
2357.05	Fiscal Forecasting and Analysis	100.0	100.0	
4341.74	Farecard-Based Passenger Flow Study	100.0	100.0	
	CTA Total	850.0	850.0	
DuPage County				
6335.04	Roosevelt Road Connector Route Plan	75.0	37.5	37.5
6335.05	Schaumburg-Downers Grove Connector Route Plan	75.0	37.5	37.5
	DuPage County Total	150.0	75.0	75.0
Metra				
2351.05	Program Development	125.0	125.0	
4318.58	Station/Train Boarding and Alighting Counts	400.0	400.0	
	Metra Total	525.0	525.0	
NIPC				
1100.07	Regional Transportation Plan	135.0		135.0
1205.02	Growth Monitoring and 2005 Land Use Inventory	435.0		435.0
1205.03	2005 Digital Orthophotography	125.0		125.0
1210.22	Population, Household, & Employment Forecasts	450.0		450.0
1604.01	Implementation of 2040 Regional Framework Plan	785.0		785.0
1604.02	2040 Framework Plan Reports	280.0		280.0
3004.03	Public Involvement	211.0		211.0
4203.02	Geographic Information Systems	250.0		250.0
	NIPC Total	2,671.0		2,671.0
Pace				
1100.14	Local/Community Service Planning	200.0	200.0	
6335.21	Customer Satisfaction Index Survey	175.0	175.0	
6335.35	Bus Rapid Transit Network Development	150.0	150.0	
	Pace Total	525.0	525.0	
RTA				
6607.01	RTAP 2005 Station Area Planning - Transit Oriented Development Studies	600.0	600.0	
	RTA Total	600.0	600.0	
	FY 06 UWP Grand Total	13,639.0	3,446.4	10,192.6

“\$2,461,600.00 in additional funding for the Household-Based Activity and Travel Behavior Inventory will be provided by the Illinois Department of Transportation.”

SECTION II
MAJOR SCHEDULED PRODUCTS

The projects included in the UWP will result in a large number of products. This section attempts to filter the list of products in order to highlight selected regionally significant transportation-related plans, programs, reports and studies that are expected to be completed during Fiscal Year 2006. It also includes certain important milestones (such as major data collection efforts, preliminary analyses, forecasts, etc.) in the preparation of these products and other plans that will be completed after FY 2006. This list does not include monthly/quarterly reports or the like, and is not intended to be comprehensive. Consult the Detailed Work Program (Section III) for a complete listing of products associated with each work element.

REGIONAL TRANSPORTATION PLANNING

<u>Work Element</u>	<u>Agency</u>	<u>Type of Product*</u>	<u>Completion Date</u>
• 2040 Framework Plan full report	NIPC	Plan/Program	2005 J A S O N D J F M A M J
• Soles and Spokes Plan	CATS	Plan/Program	2005 J A S O N D J F M A M J
• 2005 Digital Orthophotography for Northeastern Illinois	NIPC	In-house	2005 J A S O N D J F M A M J
• Report on Regional Development 2005	NIPC	Outside	2005 J A S O N D J F M A M J
• Report on Common Ground scenarios	NIPC	In-house	2005 J A S O N D J F M A M J
• 2030 RTP Update process documentation	CATS	Outside	2005 J A S O N D J F M A M J
• Draft 2030 RTP Update recommendations	CATS	Plan/Program	2005 J A S O N D J F M A M J
• Draft Scenario-based financial planning framework	CATS	Plan/Program	2005 J A S O N D J F M A M J
• Preliminary Forecasts in preparation for RTP	NIPC	Outside	2005 J A S O N D J F M A M J

* The three types of products are: 1) officially endorsed or adopted plans and programs; 2) reports which receive outside distribution and which may receive formal review by the CATS Work Program Committee or similar entity; and 3) internal working papers, computer files, maps, etc. which are prepared for use in-house or by another agency, and which may be made available on a limited basis.

TRANSPORTATION IMPROVEMENT PROGRAM

<u>Work Element</u>	<u>Agency</u>	<u>Type of Product</u>	<u>Completion Date</u>
• FY 2005-2009 TIP	CATS	Plan/Program	2005 J A S O N D J F M A M J 2006
• FY 2006 CMAQ program	CATS	Plan/Program	2005 J A S O N D J F M A M J 2006
• FY 2006-2010 Capital and Operating Program & Budget	Metra	Plan/Program	2005 J A S O N D J F M A M J 2006
• Budget Ordinance	CTA	Plan/Program	2005 J A S O N D J F M A M J 2006

PUBLIC INVOLVEMENT AND INFORMATION

<u>Work Element</u>	<u>Agency</u>	<u>Type of Product</u>	<u>Completion Date</u>
• On-line taxpayer preference survey	CATS	Outside	2005 J A S O N D J F M A M J 2006
• NIPC Public Involvement Plan	NIPC	Plan/Program	2005 J A S O N D J F M A M J 2006
• Implementation of 10 regional workshop/charette meetings	CATS	Outside	2005 J A S O N D J F M A M J 2006
• Partners in Progress outreach efforts	CATS	Outside	on-going
• FY 06-09 STP program	CoM	Plan/Program	on-going

TRANSPORTATION PLANNING DATA/MODEL DEVELOPMENT

<u>Work Element</u>	<u>Agency</u>	<u>Type of Product</u>	<u>Completion Date</u>
• Chicago ADT database	Chicago	In-house	2005 J A S O N D J F M A M J 2006
• 2005 Municipal Boundary GIS file	NIPC	Outside	2005 J A S O N D J F M A M J 2006
• Commuter Rail System Station Boarding/Alighting Count	Metra	Outside	2005 J A S O N D J F M A M J 2006
• Transportation Facts	CATS	In-house	as completed
• Regional GIS and database website archive	CATS	Outside	on-going

SPECIAL STUDIES

<u>Work Element</u>	<u>Agency</u>	<u>Type of Product</u>	<u>Completion Date</u>
• 2005 Congestion Management System Status Report	CATS	Outside	2005 J A S O N D J F M A M J 2006
• Annual Projects with Air Quality Benefits Report	CATS	In-house	2005 J A S O N D J F M A M J 2006
• Park and Ride Policy	CATS	Plan/Program	2005 J A S O N D J F M A M J 2006
• Real Time Arterial Operations Monitoring, State of Practice	CATS	Outside	2005 J A S O N D J F M A M J 2006
• Regional ITS Architecture Maintenance Update	CATS	Outside	2005 J A S O N D J F M A M J 2006
• Transportation Management and Operations Specific Plan	CATS	Plan/Program	2005 J A S O N D J F M A M J 2006
• Expressway System Speed and Delay Trends Report	CATS	In-house	2005 J A S O N D J F M A M J 2006
• Traffic Signal and Interconnect Systems Update Report	CATS	In-house	2005 J A S O N D J F M A M J 2006
• Updated Private Provider Directory	CATS	In-house	on-going

SUBREGIONAL AND PROJECT SPECIFIC STUDIES

<u>Work Element</u>	<u>Agency</u>	<u>Type of Product</u>	<u>Completion Date</u>
• Land Use coordination and sketch planning tool	Pace	Outside	2005 J A S O N D J F M A M J
• C4T program project list	CATS	Outside	2005 J A S O N D J F M A M J
• Roosevelt Road Connector Route Plan	DuPage	Plan/Program	2005 J A S O N D J F M A M J
• Schaumburg-Downers Grove Connector Route Plan	DuPage	Plan/Program	2005 J A S O N D J F M A M J
• O'Hare/Midway Express Guideway and Terminal Plans	Chicago	In-house	2005 J A S O N D J F M A M J
• Chicago Transit Mode Choice Model procedures	CATS	In-house	2005 J A S O N D J F M A M J
• Motor Freight Velocity atlas	CATS	Outside	2005 J A S O N D J F M A M J

PROGRAM MANAGEMENT AND OTHER REGIONAL PROGRAMS

<u>Work Element</u>	<u>Agency</u>	<u>Type of Product</u>	<u>Completion Date</u>
• FY 2005 Completion Report	CATS	Outside	2005 J A S O N D J F M A M J
• FY 2007 UWP	CATS	Plan/Program	2005 J A S O N D J F M A M J

SECTION III
DETAILED WORK PROGRAM

CATEGORY 1: REGIONAL TRANSPORTATION PLANNING

Purpose: Projects in this category support the preparation and update of the long-range regional transportation plan and its components, and support, in part, the preparation of land use plans and socioeconomic data necessary to complete the transportation plan.

Description: In FY04, a three-year plan cycle led to the adoption of the 2030 RTP (*Shared Path 2030*) in October 2003. Work in this program category will support implementation of the RTP, as well as the update to the RTP which is due in 2006. In FY06, staff will continue to update and validate elements of the travel demand models used for the evaluation of alternatives. Examples include the highway and transit system networks, the CATS analysis zone system, and trip generation models. Staff will also work with the RTP committee to develop the strategies, strategic systems, and project proposals set forth in the 2030 RTP for application in northeastern Illinois. Staff will also ensure timely public involvement in the RTP update process.

Small area forecasts of population and employment are necessary to forecast trip generation. In support of the development of the socioeconomic forecasts, NIPC will continue its efforts to implement the Common Ground 2040 Regional Framework Plan, especially in linking local land use decisions to regional issues of growth management, transportation and the environment.

Program Components: Transportation System Planning (CATS, Chicago, CTA, NIPC, Pace)
 Growth Monitoring (NIPC)
 Forecasting (NIPC)
 Comprehensive General Plan (NIPC)

Budget:

REGIONAL TRANSPORTATION PLANNING:

	Total	CATS	Chicago	CoM	CTA	Counties	Metra	NIPC	Pace	RTA
FTA	500.05	100.05			200				200	
PL	2,542.45	277.45	55					2,210		
Total	3,042.50	377.50	55		200			2,210	200	

All figures in thousands of dollars, local match included

1100

Transportation System Planning

1100.01

2030 Regional Transportation Plan

Agency: CATS

Budget: \$200,100 (\$100,050 FTA; \$100,050 PL)

Purpose: To continue preparing the 2030 RTP Update due in 2006

Previous Efforts: Shared Path 2030, the process to develop the 2030 RTP has been underway since 2002. The 2030 RTP was adopted by the Policy Committee in October 2003. A popular foldup summary of the 2030 RTP was published in April 2004. A link within www.catsmpo.com documents ongoing RTP development activities.

Inputs: 2030 socioeconomic data; CATS transportation databases and travel demand models; Public involvement materials and products; CATS and NIPC task force and committee decisions; NIPC Common Ground policy recommendations and technical resources.

Major Tasks:

- Continue research efforts associated with plan development process. This includes monitoring the implementation status of 2030 RTP recommendations and assimilating policy and technical recommendations resulting from NIPC's Common Ground Process.
- Public involvement and outreach specifically focused on 2030 RTP development will occur through the Council of Mayors and Chicago Department of Transportation outreach mechanisms.
- Provide staff and technical support to the Regional Transportation Plan Committee

Products: Draft 2030 RTP Update recommendations (Draft: 3/06; Final: 6/06)
2030 RTP Update process documentation (Draft: 12/05; Final: 6/06)

Future Activities: RTP adoption in Fall 2006

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06
Multi-Year Begin Date: 1/04 Multi-Year End: 12/06

Staff Time: Person-Months: 13

1100.07

Regional Transportation Plan

Agency: NIPC

Budget: \$135,000 (\$135,000 PL)

Purpose: To integrate the 2040 Framework Plan principles into the regional transportation planning process; to participate in the update of the 2030 RTP; improve comprehensive planning evaluation measures. Assist in influencing the design and implementation of transportation infrastructure with regard to the biodiversity of the region.

Previous Efforts: Updates and adoption of previous RTPs; evaluation results for the 2030 RTP; Common Ground planning process. Completion of a Phase I Transportation Workshop & Design Charette and report on Influencing Public Infrastructure in Protection and Enhancing the Region's Biodiversity

Inputs: 2040 Framework Plan; NIPC adopted functional plans

Major Tasks:

- Participate in the update of the 2030 RTP through membership in CATS committees and task forces.
- Update NIPC's evaluation methodology to incorporate 2040 Framework Plan principles and criteria derived from new or update functional plans.
- Continue work on the development of a comprehensive planning framework for the RTP process.
- Work with NIPC's Planning Committee and Commission as the update process moves forward.
- Work with the appropriate CATS committees and task forces to develop the public hearing process for the plan update.
- Develop a Manual of Best Practices to guide planners and designers to protect and enhance biodiversity. This will be accomplished through a series of workshops with local stakeholders and then developed into a manual. Manual will also be used as 'upfront' input to RTP process.

Products:

- Evaluation methodology
- Hearing schedule
- Manual of Best Practices (Draft: 9/05; Final: 12/05)
- Comprehensive plan framework

Future Activities: Establish NIPC plans in a digital format for use in evaluating future RTPs; integration of 2040 Framework Plan principles as they become available. Product dissemination and expanding the Manual into a series to include all infrastructure.

Time Period:

FY06 Begin Date:	7/05	FY06 End Date:	6/06
Multi-Year Begin Date:	7/06	Multi-Year End:	6/07

Miscellaneous Costs: Computer: \$2,000; Printing and Travel Database: \$3,500

Staff Time: Person-Months: 7

1100.08

Bicycle and Pedestrian Planning

Agency: CATS

Budget: \$77,400 (\$77,400 PL)

Purpose: To provide bicycle and pedestrian planning support during the update and implementation of the 2030 Regional Transportation Plan

Previous Efforts: Soles and Spokes Pedestrian and Bicycle Plan for Chicago Area Transportation; 2030 Regional Transportation Plan. Palatine Willow Corridor Study

Inputs: Soles and Spokes Plan data, including the Bicycle Inventory System.

Major Tasks:

- Complete and begin implementation of Soles and Spokes Pedestrian and Bicycle Plan for Chicago Area Transportation, that will inform the update and implementation of the 2030 RTP. Remaining tasks include: complete best practices guide; complete policy proposals; compile documents for review and adoption.
- Planning Assistance: Provide bicycle and pedestrian planning information for area municipalities, agencies, and organizations; assist Council of Mayors and other agencies, such as IDOT, with the implementation of subregional bicycle and pedestrian plan and policies; review transportation projects for their impact on walking and bicycling; distribute bicycle planning information via the Web and internet; maintain the GIS-based Bicycle Inventory System; etc.

Major Tasks (con't):

- Organize technical training workshops on topics such as: funding facilities and promotion activities; accommodating cyclists and pedestrians on roadways rights-of-way in accordance with AASHTO guidelines; updating the 'Improving Bicycling in Your Community' presentation; developing a 'Improving the Walkability of Your Community;' developing community support for bicycle and pedestrian facilities.
- Provide staff and technical support to the Bicycle and Pedestrian Issues Task Force.

Products:

Soles and Spokes Plan (Draft: 6/06; Final: 12/06)
 Pedestrian and bicycle planning information (Draft: 7/05; Final: 6/06)
 Updated municipal planning database (Draft: 4/06; Final: 6/06)
 3 technical training workshops (Draft: 7/05; Final: 6/06)
 10 Walkable Communities Workshops (Draft: 5/05; Final: 10/06)
 4 Bike Facility Tours/Workshops (Draft: 6/05; Final: 6/06)
 Improving Bicycling in Your Community / Improving the Walkability of Your Community (Draft: 4/06; Final: 6/06)
 Bike/ped Web pages (Draft: 7/05; Final: 6/06)

Future Activities:

Continuous improvements in concert with other improvements in our transportation system. Regional Pedestrian Safety Initiative (proposed).

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Miscellaneous Costs: Printing and production: \$1,500

Staff Time: Person-Months: 6

1100.10

Pedestrian Safety Plan

Agency: Chicago

Budget: \$55,000 (\$55,000 PL)

Purpose: The purpose of this project is to create a pedestrian safety plan for the city of Chicago. This plan will identify specific locations, population subgroups and behaviors for targeted engineering, enforcement and education improvements. The project will also review existing data availability and recommend improvements as necessary for completion of the safety plan.

Previous Efforts: None identified

Inputs: Chicago Police Department crash data, U.S. Census data, field observation, other existing data.

Major Tasks:

- Identify deficiencies in data relevant to pedestrian safety including, but not limited to: police crash data, mode use, and trip characteristics with a focus on population sub-groups.
- Recommend improvements to the collection, organization and dissemination of this data.
- Use available data to identify: high crash locations, at risk population subgroups, typical roadway characteristics of high-crash locations, high-risk motorist behavior, and high-risk pedestrian behavior.
- Create a quantitative mechanism for the prioritization of 'soft' and 'hard' safety improvements.
- Prioritize high-crash locations for 'soft' and 'hard' safety improvements.

Products:

Plan chapter--Chicago pedestrian safety data collection and distribution-existing conditions and recommendations for improvement (Draft: 6/06; Final: 8/06)
 Locations with high rates of pedestrian crashes, by ward (Draft: 6/06; Final: 8/06)
 Chicagoans most at risk as pedestrians (Draft: 8/06; Final: 10/06)
 Plan chapter--Typical roadway characteristics of high-crash locations (Draft: 10/06; Final: 12/06)

Products (con't): Plan chapter--Motorist and pedestrian behavior and pedestrian safety (Draft: 10/06; Final: 12/06)
 Quantitative safety improvement prioritization mechanism (Draft: 10/06; Final: 12/06)
 Plan chapter--Chicago pedestrian safety improvement priority location list (Draft: 10/06; Final: 12/06)
 Map-Locations with high rates of pedestrian crashes, by ward (Draft: 6/06 ; Final:8/06)

Future Activities: The creation of a mechanism for prioritizing locations for pedestrian improvements will allow for design and implementation of future pedestrian safety construction, enforcement and education projects where they are most needed and effective. The improved collection and distribution of pedestrian related data will be utilized by a myriad of future projects.

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Miscellaneous Costs: Printing: \$1,000

Consultant Fees: Consultant Pass Through: \$48,500

Staff Time: Person-Months: 4

1100.13

Financial Scenarios for 2030 Regional Transportation Plan

Agency: CATS

Budget: \$100,000 (\$100,000 PL)

Purpose: Develop the framework, methodology and data resources for scenario-based financial forecasting to accompany RTP development.

Previous Efforts: 2020 RTP Financial Forecasting; Transportation Improvement Programming

Inputs: Transportation agency operations, capital maintenance, and expansion data

Major Tasks:

- Define the framework by which regional transportation system maintenance and development is financed.
- Design and document a method for zero-based financial forecasting based on RTP scenarios under consideration.
- Prepare a comprehensive inventory of financial arrangements that sustain and develop the region's transportation system.
- Hire a consultant to perform this work.

Products: Scenario-based financial planning framework (Draft: 6/06; Final: 6/07)

Future Activities: Future RTP development

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06
 Multi-Year Begin Date: 7/05 Multi-Year End: 6/07

Consultant Fees: Consultant Pass Through: \$100,000

Staff Time: Person-Months: 0

1100.14

Local/Community Service Planning

Agency:	Pace
Budget:	\$200,000 (\$200,000 FTA)
Purpose:	<p>To develop a program for a joint partnership between Pace and municipalities or local area stakeholders for planning of local/community services, and to create a viable Community Transit Network (CTN).</p> <p>Though Pace operates an extensive traditional bus network along with a successful vanpool program, there remains a significant gap in service. This is often the case in areas of low density population which coincidentally currently are experiencing the highest growth rates in the region. As a result of this, Pace is proposing a service which would accommodate ridership greater than that manageable in a van-based service, yet not great enough to support traditional transit operations. Community oriented transit is characterized as an array of services that respond to local needs. This includes flexible services such as dial-a-ride, route deviation, and shared ride taxi services. It also includes services that have a fixed route and fixed schedule, but are tailored to local community needs. These include commuter shuttles to Metra, routes designed to serve senior needs, and local community fixed routes.</p> <p>Components of the CTN include: A Community Market analysis and review of demographics whereby the consultant will do a complete analysis of the community being studied including, land use characteristics, population, employment, types of current service and current and future travel patterns. A needs assessment of each community will be undertaken including O/D survey and infrastructure needs. Finally an implementation strategy will be proposed. Initial communities will be identified through restructuring efforts including the Fox Valley/SW DuPage and South/SW Cook/Will initiatives.</p>
Previous Efforts:	<ul style="list-style-type: none">• Pace Vision 2020;• CATS Regional efforts;• CATS Shared Path 2030;• NIPC Common Ground
Inputs:	Community Oriented Transit Best Practices. AC Transit New Jersey Transit - Community Service plan SMART Community Transit Community Transportation Association
Major Tasks:	<ul style="list-style-type: none">• Procure Consultant (s).• Community Market Analysis including: Population, Employment, Land Use, etc.• Current Service Analysis including a review of travel patterns.• A needs assessment including: origin and destination of current riders, community transit service needs with community input, a review of passenger amenities, and transit infrastructure needs.• An implementation strategy including: seamless regional connectivity, cost benefit to the community, identifying funding sources, service initiation and support, and community based marketing.• Final report.
Products:	Procure Consultant (s) (Draft:1/06 ; Final:1/06) Community Market Analysis (Draft: 2/06; Final: 3/06) Current Service Analysis (Draft: 4/06; Final: 5/06) Needs Assessment (Draft:6/06 ; Final: 8/06)

Products (con't): Implementation Strategy (Draft:9/06; Final: 10/06)
 Identify funding sources (Draft: 10/06; Final:11/06)
 Final Report (Draft: 11/06; Final: 12/06)

Future Activities: Community Transit Network.
 Continued partnerships with interested communities identified through future restructuring efforts.

Time Period: FY06 Begin Date: 1/06 FY06 End Date: 6/06
 Multi-Year Begin Date: 1/06 Multi-Year End: 12/06

Consultant Fees: Consultant Pass Through: \$175,000

Staff Time: Person-Months: 7

1100.15 Rail System Planning Using On-Track Simulation Software

Agency: CTA

Budget: \$200,000 (\$200,000 FTA)

Purpose: CTA has acquired a simulation model of its rail system, developed by TDS, Inc. and using their On-Track software suite. The model can be used to simulate for comparison various construction staging scenarios, service changes, route reconfigurations, as well as new rail routes. The purpose of this Technical Study would be to fund consultant task orders to study one or more specific planning issues.

Previous Efforts: CTA's Capital Improvement Program funded development of the simulation model and application to specific planning proposals.

Inputs: The On-Track simulation software, as configured for the CTA rail system, would be used.

Major Tasks: Application, revision and update of the simulation model by CTA staff would be supplemented with consultant work in the analysis of issues related to planned major construction (e.g. Brown Line and Red Line projects) or priority future projects (e.g. Circle Line, Yellow Line extension).

Products: Various Reports/Programs (Final: 6/06)

Future Activities: Results of simulation analysis would improve decisions on construction staging, and facilities and operations planning of future projects.

Time Period: FY06 Begin Date: 8/05 FY06 End Date: 6/06
 Multi-Year Begin Date: 8/05 Multi-Year End: 9/06

Consultant Fees: Consultant Pass Through: \$175,000

Staff Time: Person-Months: 4

1205

Growth Monitoring

1205.02

Growth Monitoring and 2005 Land Use Inventory

Agency:

NIPC

Budget:

\$435,000 (\$435,000 PL)

Purpose:

Create a snapshot of land use in northeastern Illinois based on April 2005 aerial photography, that date being the midway point between the 2000 and 2010 Censuses. This serves as base data for long-range forecasting efforts as well as a way to monitor changes in land use throughout the region by comparing with previous Inventories. This will be considered an update of the 2001 Inventory, and will focus primarily on new development and larger-scale redevelopment. A major input to this effort will be the 2005 aerial photography (see proposal '2005 Digital Orthophotography').

The Growth Monitoring program provides critical base data for the forecast process, which is also used by both local governments and transportation agencies.

Previous Efforts:

1990 Land Use Inventory; 1995 Land Use Inventory; 2001 Land Use Inventory. NDD is a continuing project, started in 1987. Employment estimates have been done on a five year cycle since 1980. Housing estimates have been done nearly annually since 1975.

Inputs:

2001 Land Use Inventory; 2005 Digital Orthophotography;
Parcel and/or Land Use Data supplied by local government agencies;
NIPC Development Database (NDD);
Purchased 3rd-party data from companies for commercial/industrial data.
April, 2005 ES-202 Unemployment Insurance file; Employment data for selected large employers; Commonwealth Edison meter file; Building permit data from Naperville, Geneva, Batavia, St. Charles and Winnetka.

Major Tasks:

- Acquire up-to-date parcel and other data from local government agencies and third-party data providers (begun in FY05).
- Complete design of methodology (begun in FY05).
- Hire temporary staff to assist in production.
- Production work on Inventory.
- Documentation of procedures (ongoing).
- Continue NIPC growth monitoring program.

NIPC Development Database assesses on-going development activity

- Enhance NIPC Development Database website to allow real-time mapping
- Enhance NIPC Development Database website to allow geocoding using online maps and digital ortho photos.
- Further expand Municipal Link program to include additional communities to those already editing their development records via the NIPC Development Database website.
- Manage account information for Municipal Link partners and conduct training in use of the website.
- Develop a marketing strategy to encourage use of the NIPC Development Database among both government and private users.
- Establish relationships with major developers to obtain data Link NIPC Development Database, Land Use Inventory to allow the latter to be updated automatically by the former.

Major Tasks (con't):

Employment Estimates

- Continue 2005 employment estimate process by correcting records in 2005 ES-202.
- Generate preliminary control totals for the forecasts by county and industry category

Housing Unit Estimates

- Develop estimates of 2000-2005 change in housing units by quarter section to be used for NIPC forecasts
- Acquire April, 2006 meter data from ComEd and permit data from selected communities. ComEd meter data is already geocoded to the quarter section and saves approximately 1.5 years of permit data collection and geocoding. Continue NIPC growth monitoring program.

Products:

None anticipated in FY06; Inventory, with metadata and summary report, will be completed in 1st half FY07.

Report on Regional development, 2005 (Draft:2/06; Final: 3/06)
Preliminary control totals for emp estimates (Draft: 12/05; Final:3/06)
Spatial distribution of housing data bulletin (Draft:10/05 ; Final: 12/05)
promotional material for NIPC NDD (Draft:3/06; Final:5/06)
Table of housing units by quarter section, 2005 (Draft:11/06 ; Final: 12/06)

Future Activities:

The bulk of the production work will happen in FY06; however, the final product would not be released until FY07, after finalizing production, running QA/QC, and the writing of metadata as well as a summary report. Upon completion data will be made immediately available to all UWP partners as well as universities, local planners, and all others who express interest.

Long-Range Forecast (2030, 2nd Revision Cycle); 2010 Land Use Inventory; Common Ground.

NDD is an ongoing program. The 2005 Employment estimates will continue into fiscal 2007. Housing estimates will be done again in 2006.

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06
Multi-Year Begin Date: 5/05 Multi-Year End: 12/07

Miscellaneous Costs Computer: \$7,000; Promotional materials, travel, printing, data sources, postage: \$20,000

Consultant Fees: Consultant Pass Through: \$120,800

Staff Time: Person-Months: 17

1205.03

2005 Digital Orthophotography

Agency: NIPC

Budget: \$125,000 (\$125,000 PL)

Purpose: This proposal reflects the second phase of NIPC's contribution to the multi-agency effort for the acquisition of color, high-resolution digital aerial photography for the six-county northeast Illinois region. This is in itself part of a larger effort coordinated by the United States Geological Survey (USGS) for statewide digital orthophotography which will be made available to all participating agencies, as well as providing access via the Internet to the general public. Partners in this effort include NIPC, the USGS, the Chicago Area Transportation Study, the Illinois Department of Transportation, the Illinois Department of Revenue, the Illinois EPA, the Illinois State Geological Survey, and U.S. Department of Agriculture. In-kind and/or monetary contributions were also made by the counties of Cook, DuPage, Kane, Lake, McHenry, and Will.

Purpose (con't): The first phase of NIPC's contribution, in FY05, was to help pay for image acquisition and orthorectification with the vendor contracted by the USGS to fly the six NE Illinois counties. This year's contribution will be used to cover the USGS' activities in the quality assurance/quality control of the imagery once it is received from the vendor. The remainder of funds in this proposal cover the check-in and loading of the imagery on NIPC's server, as well as the purchase of additional server capacity at NIPC to house the imagery.

Previous Efforts: FY05: \$100,000 from Monitoring/Land Use budget to pay for image acquisition.

Inputs: None identified

Major Tasks:

- Coordinate receipt of imagery from USGS and dissemination to local partners;
- Work with NIPC I.T. staff to load imagery onto NIPC Geodatabase.

Products: 2005 Digital Orthophotography (color, 1' pixel, leaf-off) for northeastern Illinois (Draft: 8/05; Final: 2/06)

Future Activities: 2005 Land Use Inventory; Facility Plan Amendment Project Review

Time Period:

FY06 Begin Date:	7/05	FY06 End Date:	2/06
Multi-Year Begin Date:	3/05	Multi-Year End:	2/06

Miscellaneous Costs: Computer: \$5,000; Travel and shipping: \$750.

Consultant Fees: Consultant Pass Through: \$100,000

Staff Time: Person-Months: 1

1210

Forecasting

1210.22

Population, Household, & Employment Forecasts

Agency:	NIPC
Budget:	\$450,000 (\$450,000 PL)
Purpose:	To prepare township, municipal, and quarter section population, household, and employment forecast allocation results for areas within and adjacent to the six counties within NIPC; to generate file of socioeconomic variables used by CATS in support of the Regional Transportation Plan; to review, revise, and develop the procedures and assumptions necessary to produce the forecasts; to support development of policy-related assumptions and Common Ground input used in preparation of the forecasts; to engage local participation and review in the forecast process utilizing Paint the Town tool; to sustain and enhance the tools needed to support the forecast process; to participate in DCEO Illinois State Population Projections Steering Committee.
Previous Efforts:	Preparation of socio-economic forecast files supporting the transportation planning process, implementation of Paint the Town land supply forecasting tool; created a CD/ROM that provides comprehensive documentation of the forecast process.
Inputs:	Census data, 2005 employment estimates; annual housing unit estimates; NDD development data, land use inventory data; Common Ground GIS layers; information from Paint the Town sessions and meetings with local officials
Major Tasks:	<ul style="list-style-type: none">• Conduct forecast meetings with local officials utilizing the latest version (ArcGIS 9) of the Paint the Town land use forecasting tool and incorporating the Common Ground Regional Framework Plan into the discussions.• Provide technical support for data input into new demand model.• Work with CATS, RTA, Metra and other planning partners in development of model inputs.• Continue research into improving pedestrian environment factor variable.• Preparation and delivery of TGZ socioeconomic file for conformity analysis to CATS; prepare county and municipal forecasts for RTP/forecast review process.
Products:	Preliminary County & Municipal Forecasts in preparation for RTP/Forecast Public Hearings (Draft: 4/06; Final: 6/06) Report on Common Ground scenarios (Draft: 12/05; Final: 4/06) TGZ results to CATS for conformity analysis (Draft: 3/06)
Future Activities:	Develop updates to the forecasts based on the RTP schedule.
Time Period:	FY06 Begin Date: 7/05 FY06 End Date: 6/06
Miscellaneous Costs	Computer: \$2,000; Travel, printing and supplies: \$8,500
Consultant Fees:	Consultant Pass Through: \$50,000
Staff Time:	Person-Months: 30

1604.01Implementation of 2040 Regional Framework Plan

Agency:	NIPC
Budget:	\$785,000 (\$785,000 PL)
Purpose:	To initiate a comprehensive planning program to implement the 2040 Regional Framework Plan. A major focus of the implementation effort is to tie the Regional Framework Plan to local planning, therefore linking land use decisions to regional issues of growth management, transportation and the environment. Provide training on planning principles for local plan commission members. Topics will cover issues related to the implementation of the 2040 Framework Plan and the 2030 Regional transportation Plan
Previous Efforts:	Building a Regional Framework Series growth strategy reports, visioning, facilitation, and stakeholder involvement activities; regional greenways and water trails planning; corridor planning. NIPC has held successful training sessions in the past. In 2004 the sessions in the south portion of the region drew over 100 attendees.
Inputs:	2040 Regional Framework Plan, GIS databases, forecasts, regionally adopted plans and policies. Training program outlines developed in previous years.
Major Tasks:	<ul style="list-style-type: none"> • Implement and promote 2040 Framework Plan: integrate with local plans; continue research and implementation of strategies; conduct workshops and seminars. • Produce report/brochures for the successful series, 'Building a Regional Framework.' New topics include: infill and redevelopment, creating healthy communities, smart growth. • Provide to local communities assistance in visioning, comprehensive planning, and subdivision and plan review. • Provide comprehensive land use planning support to transportation and natural resource projects and activities (ex: Local Legacy, FPA Reviews). • Revise and reproduce NIPC's 1982 regional base map. • Interject land use analysis into the forecasting process (in the field). • Approach open space and water resource planning from a holistic land use perspective; review/update open space and water resource plans; assist local governments in green and blue planning. • Develop an infrastructure database for the region that includes water and sewer service for forecasting, FPA reviews, and growth-related planning. • Identify priority areas and promote and develop boundary agreements and local land use resource management agreements. • Support and initiate corridor planning: convene stakeholders, provide research, data, and reports. • Develop an economic development strategy based on the 2040 Framework Plan to address the economic vitality of the region. • Conduct three 6-hour sessions that include roles, responsibilities, ethics, legal foundation of planning, comprehensive planning, strategies for working with the public, relationships between local and regional planning, particularly the relationship between land use decisions and their impact on transportation choices and congestion. • Develop a scope of work identifying a wide range of technical planning services associated with linking local TOD planning and the regional Framework Plan. This scope would be available for any local planning study such as the RTAP program.

Products: Local Plan and Framework Plan integration - 6 workshops, seminars (Final: 6/06)
 Two additions to Building a Regional Framework Series brochures (Final: 6/06)
 Regional base map, regional infrastructure map maps. (Final: 6/06)
 Updated Greenway and Water Trail Plan (Final: 6/06)
 10 Boundary Agreements (Final: 6/06)
 4 Local Land Resource Management Agreements (Final: 6/06)
 Design principals, reports, 3 Corridor Plans (Final: 6/06)
 Reports, model comprehensive plan/sections, maps, 6 planner roundtables (Final: 6/06)

Future Activities: Continuing local and regional plan integration; local assistance, publications and outreach for the series, Building a Regional Framework; map updates. Workbooks will be updated and expanded as needed.

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Miscellaneous Costs: Computer: \$2,500; Report design, printing, distribution, travel, workshop rentals \$50,000

Staff Time: Person-Months: 54

1604.02

2040 Framework Plan Reports

Agency: NIPC

Budget: \$280,000 (\$280,000 PL)

Purpose: Produce and distribute various forms of the 2040 Framework Plan

Previous Efforts: Common Ground web site, Full Circle, past NIPC plan reports

Inputs: 2040 Framework Plan

Major Tasks:

- Design and oversee the production of the full 2040 Framework Plan.
- Design and oversee the production of a popular summary of the plan.
- Design and oversee the production of a newspaper-type insert of the plan for inclusion in at least one major daily and several papers that serve key minority populations. Insert would be a 4-color foldout advertising supplement.
- Design and oversee the development of a web-based version of the plan.

Products: Full Plan Report (Draft:8/05 ; Final:9/05)
 Popular Summary (Draft: 8/05; Final:9/05)
 Website (Draft:8/05 ; Final:9/05)
 Ad Supplement (Draft: 8/05; Final:9/05)

Future Activities: Implementation of the 2040 Framework Plan and future plan updates.

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 12/05

Miscellaneous Costs: Printing, layout and postage: \$150,000

Staff Time: Person-Months: 5

CATEGORY 2: TRANSPORTATION IMPROVEMENT PROGRAM

Purpose: The projects in this program category support the development of a financially realistic multi-year transportation improvement program. The Transportation Improvement Program (TIP) is the short-term program that implements the long-range Regional Transportation Plan (RTP). The TIP lists projects for which federal money is sought and regionally significant, non-federally funded projects planned for the next five to six years.

Description: In order to develop the TIP, the implementing agencies submit their fiscally constrained programs to CATS, which compiles the necessary program documents, conducts a public review period and submits them for MPO action. CTA, Metra and Chicago are funded to participate in the TIP development process. The Regional Councils of Mayors prepare their portion of the Surface Transportation Program (STP) using the Subregional Transportation Planning funds. IDOT, RTA, Pace, ISTHA and Counties also participated in the development of the TIP, but have not requested UWP funds to support those efforts.

The relationship between capital programs and air quality improvement will be closely examined and monitored; particularly in light of recent amendments to the conformity regulations. CATS will work with the implementers and the consultation team to assure that the upcoming FY06-11 TIP and RTP update are found to be in conformance with federal air quality standards. This work also supports the use of the TIP as a tool for multi-jurisdictional communication and public information. The FY06 CMAQ program will be developed and staff will issue a call for FY07 CMAQ project proposals. Public participation will be maintained in the development of the program, through the public participation process of each of the project implementers, CATS' public involvement process, and NIPC's project reviews. CTA, Metra and Pace will hold public hearings on their one and five-year programs. Forecasting available funds and monitoring the expenditure of programmed funds will both assist in the development of realistic new TIPs. TIP development will be guided by the 2030 RTP.

Program Components: Development of One and Five-Year TIP (CATS, Chicago, CTA, Metra)
 TIP Impact Analysis (CATS)
 TIP Public Participation (CATS)
 TIP Fiscal Forecast (CTA)

Budget:

TRANSPORTATION IMPROVEMENT PROGRAM

	Total	CATS	Chicago	CoM	CTA	Counties	Metra	NIPC	Pace	RTA
FTA	726.23	51.23			550		125			
PL	1,702.87	1,062.87	640							
Total	2,429.1	1,114.1	640		550		125			

All figures in thousands of dollars, local match included

2351

Development of One and Five Year TIP

2351.01

TIP and CMAQ Program Development, Monitoring and Public Involvement

Agency:	CATS
Budget:	\$675,000 (\$51,232 FTA;\$623,768 PL)
Purpose:	To develop and maintain the Transportation Improvement Program (TIP), the Congestion Mitigation and Air Quality Program (CMAQ) and the public involvement process to promote consistent regional transportation priorities within the guidelines of federal, state and local regulations while working with the members of the transportation community and general public.
Previous Efforts:	Previous TIPs and CMAQ programs; previous file maintenance activities; public meetings and outreach activities for the TIP and CMAQ programs; Public Involvement Plan (PIP).
Inputs:	Program proposals from regional implementers; current and previous TIPs; fiscal forecast reports; adopted regional plans; state and federal funding agency policies and regulations, including Title VI of the Civil Rights Act and the ADA; requests from implementers; Policy Committee guidelines; public comment; PIP; CMAQ project selections committee and TIP Procedures Committee agreements; Work Program Committee direction; IDOT/FTA awards; information from project implementers; staff data collection; data requests for impact evaluations; TIP change requests from project implementers.
Major Tasks:	<ul style="list-style-type: none">• Track changes in federal rules and programs to assure that the region's TIP meets all federal requirements.• Maintain knowledge of current federal/state program certification and planning requirements.• Evaluate TIP process on a continuing basis and update based on current legislation.• Monitor SIP requirements as they affect the projects eligible for inclusion in the plan and TIP.• Continue in-house efforts to digitize current TIP projects and to spatially associate these digitized projects with various themes to develop a geographically referenced TIP.• Summarize and evaluate program proposals to facilitate review by the Work Program Committee, regional Council of Mayors and other interested parties.• Prepare analyses and research required to ensure continued programming of the FY 04-09 TIP.• Develop a conformity neutral FY 05-09 TIP.• Prepare Policy Committee resolutions, including FTA split and designated recipient resolutions for FTA, CMAQ, STP, JARC and HPPP funded projects.• Coordinate preparation of required federal and state documentation.• Prepare fiscal forecasts detailing the financial resources to implement the TIP.• Solicit modeled program proposals from regional implementers.• Provide staff and technical support to TIP Procedures Committee.• Estimate FY 2005, 2006 and 2007 CMAQ funds available, including assessment of past years' unawarded CMAQ funds.• Evaluate CMAQ process on an ongoing basis to assure adherence to the most current federal guidance.

Major Tasks (con't):

- Issue call for CMAQ project proposals.
- Assure that acceptable sponsorship is in place for each proposed project.
- Provide staff and technical support to CMAQ Project Selection Committee.
- Use adopted criteria to assist CMAQ Project Selection Committee to evaluate projects.
- Modify project evaluation methodologies as directed by CMAQ Project Selection committee.
- Analyze CMAQ project data and provide reports to the WPC, PC and other interested parties.
- Prepare documentation of CMAQ application and evaluation processes.
- Monitor CMAQ expenditures as reflected in IDOT award reports and FTA grant awards.
- Prepare an annual review of project status, including recommendations for CMAQ Project Selection Committee actions to ensure adequate progress in implementing projects.
- Develop CMAQ data for the annual obligation report.
- Develop periodic award reports and present them to the Work Program Committee, along with an evaluation of the corresponding impact on the fiscal consistency of the program.
- Develop special program evaluations as required by the Work Program Committee.
- Collect project data from implementers and primary and secondary sources.
- Expand TIP data file to include new descriptors on an ongoing basis.
- Coordinate above data file needs with TIP award graphics and reports.
- Analyze and prepare implementers' TIP change requests for presentation to the Work Program Committee and/or Policy Committee.
- Ensure TIP changes maintain the requirement of fiscal constraint.
- Revise project listings and distribute electronic copies.
- Transmit approved TIP changes to the Work Program Committee, Policy Committee, funding agencies, appropriate staff members and other interested parties.
- Present reports to the Work Program Committee of staff-implemented changes permitted under the TIP change procedures on a meeting-by-meeting basis.
- Reevaluate TIP change procedures on a continuing basis.
- Continue public involvement efforts for the FY 04-09 and FY 05-09 TIP and the FY 05 and 06 CMAQ programs.
- Continue to develop and update public involvement materials for distribution to elected officials, public interest groups and citizens about milestones in the TIP development process.
- Conduct media events and prepare related materials consistent with the public involvement strategy.
- Maintain and expand the specialized contact lists for the CMAQ program.
- Hold public hearing on any TIP amendments consistent with the public involvement strategy.
- Document public involvement activities and prepare responses to public comments.
- Participate in public presentations and education events to make people aware of the TIP and CMAQ programs and opportunities for involvement
- Maintain TIP and CMAQ databases to ensure data integrity.
- Modify TIP and CMAQ databases as needed to comply with changes to the operating environment.
- Update TIP and CMAQ databases on a continuing basis to improve project entry, project modification, and project monitoring and reporting.

Products: FY 05-09 TIP (Draft: 7/05; Final:10/05)
 FY 06-11 TIP
 Obligation report
 TIP Changes
 Analysis of non-exempt TIP changes
 Award reports, special reports per WPC request
 FY 06 CMAQ (Draft: 8/05; Final:11/05)

Future Activities: Subsequent TIPs and CMAQ program; implementation of recommended capital projects; conformity analyses of plans and programs; continuing public involvement in programming

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Staff Time: Person-Months: 62

2351.02

TIP Development and Monitoring

Agency: Chicago

Budget: \$140,000 (\$140,000 PL)

Purpose: Participate in the development of an annual and multi-year, fiscally constrained, air quality conformed capital improvement program for the Northeastern Illinois Region. Monitor the scheduled and actual progress of work needed to implement that program. Assure that the annual and multi-year programs of the City of Chicago further the regional goals as detailed in the long-range transportation plan thereby assisting in maintaining the region's eligibility for Federal transportation funding.

Previous Efforts: Past TIPs, Conformity Analyses, RTP, preliminary planning

Inputs: Current and previous TIPs; state and federal policies and regulations; infrastructure condition rating surveys and inspections; recommendations from citizens, elected and other public officials; project programming data; project progress reports; current and previous planning studies; adopted regional plan; regulations arising from the 1990 CAAA, 1991 ISTEA and 1990 ADA.

Major Tasks:

- Develop the City's projects for the annual and multi-year components of the integrated proposals and constrained TIP.
- Prepare information for input into the fiscal forecast and participate in the development of the financial plan.
- Participate in the development of a Regional CMAQ program.
- Compare actual progress of City's projects with scheduled activities, monitor changes in scopes of work and project costs, and prepare TIP amendments as necessary.
- Participate in the analysis of Transportation Control Measures.
- Monitor progress of the TIP Conformity Analysis.
- Prepare periodic reports.

Products: Chicago's portion of programs including amendments to the current and future TIPs

Future Activities: None identified

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Staff Time: Person-Months: 40

2351.03

Preliminary Development

Agency: CTA

Budget: \$450,000 (\$450,000 FTA)

Purpose: Develop and refine CTA's capital program for inclusion into the five year regional TIP. Provide support as required to finalize the current TIP.

Previous Efforts: FY 05 Program

Inputs: Development of prior annual elements and five-year programs, standards, master plans and environmental assessments. FY 2005 programs and prior year's CTA programs and studies.

Major Tasks:

- Solicit proposals/input from CTA departments; assess project viability; perform cost-benefit analysis.
- Define/develop a scope, schedule, budget and cash flow estimate for each project.
- Prepare environmental assessments as required.
- Verify compliance and eligibility issues for historic or potentially historic CTA properties.
- Project development and refinement.
- Analyze/develop program marks for the annual and five year programs/plans.
- Establish funding levels by funding source.
- Develop final program for regional presentation; present program to CTA Board, RTA and general public.
- Conduct ongoing compliance reviews.
- Research and respond to funding agency inquiries.

Products: Status Reports (Draft: Monthly; Final: Quarterly)
UWP Annual Completion Report (Draft: 7/05 ; Final: 6/07)
CMAQ Component of 2005-2009 TIP (As Required)
CTA FY 2005-2009 Capital Plan and Program (As Required)
Non-CMAQ Annual/Five-Year Elements 2005-2009 (As Required)

Future Activities: None identified

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Staff Time: Person-Months: 80

2351.05

Program Development

Agency: Metra

Budget: \$450,000 (\$125,000FTA; \$325,000 Other)

Purpose: Update the financial models necessary for the financial capacity analysis of the Metra system. Develop forecast models for operating revenues and expenses for both short range and long range financial planning. Identify and analyze potential Metra capital projects for funding eligibility, and the need for air quality assessment and environmental analysis. Categorize projects according to the new criteria for air quality analysis, environmental analysis, and funding sources. Produce and disseminate operating and capital program for region-wide public evaluation and input resulting in development of Metra portion of regional TIP and capital program.

Previous Efforts:	Bridge studies and inventory Rolling Stock Inventory Stations/Parking Atlas Inventory of Historically Significant Stations Environmental Assessments Capital Programs for Prior Years Air Quality Conformity Analysis for Prior Years FY 2005 financial plans of Metra departments and funded carriers. Economic forecasts FY 2005 Operating Budget and Three-Year Financial Plan for FY 2005-2007.
Inputs:	CRD financial projections and information Preliminary FY 2005-2006 Financial Plan Final FY 2005-2006 Financial Plan Carrier capital needs and requests Current Regional Transportation Plan Current and previous long range/short range planning activities Rail performance analysis reports Rolling Stock Inventory Commuter Rail Bridge Inventory Metra project related data Environmental Assessments
Major Tasks:	<ul style="list-style-type: none"> • Identify potential capital projects in cooperation with local communities, transportation providers, and public agencies. • Evaluate potential capital projects by identifying potential environmental and air quality issues and mitigation measures. • Research, data collection, and alternatives formulation to respond to environmental and air quality issues, as required, including preparation of documentation such as categorical exclusions, environmental assessments, and environmental impact statements when necessary. • Update data inventories on rolling stock, bridges, stations, and parking as necessary to support ongoing TIP development, and capital planning and programming activities. • Develop and distribute preliminary program and budget documents for public review including public hearings/county board meetings. • Adopt final program and budget and transmit to RTA. • Collect, analyze, and develop FY 2006 financial plans of Metra departments and funded carriers. • Review the economic assumptions used in preliminary plans submitted by funded carriers for consistency with current and projected economic conditions. • Research and prepare economic forecasts for the Metra service region. • Prepare preliminary Metra operating budget for FY 2006. • Review and update preliminary FY 2005 forecasts based on economic and/or operational conditions and changes. • Prepare budget ordinance. • Prepare the final FY 2006 Operating Budget and Three-Year Financial Plan for FY 2006-2008.
Products:	FY 2006 Metra Operating Budget and Funding Program (Proposed: 9/05; Final: 11/05) FY 2006-2008 Metra Operating Program (Proposed: 9/05; Final: 11/05) FY 2006-2010 Capital & Operating Program & Budget (Draft: 9/05 ; Final: 11/05) FY 2006-2010 TIP (Draft: 12/05 ; Final: 1/06) Environmental Reviews/Assessments (Draft: 7/05 ; Final: 6/06) FY 2007 Metra Operating Budget and Funding Program (Proposed: 9/06; Final: 11/06) FY 2007-2009 Metra Operating Program (Proposed: 9/06; Final: 11/06) FY 2007-2011 Capital & Operating Program & Budget (Draft: 9/06; Final: 11/06)

Future Activities: Ongoing process to monitor financial capacity of all Metra rail carriers. Further development of personal computer models to further automate budget process and production reports. Adjustment of project scopes and modification of project schedules as needed. Implementation of recommended capital improvements and rail service within the program.

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 11/05

Miscellaneous Costs: Printing and Publication: \$25,000

Staff Time: Person-Months: 20

2351.07

Preliminary Planning

Agency: Chicago

Budget: \$500,000 (\$500,000 PL)

Purpose: To enable and enhance the participation of the City of Chicago in the development of the region's long range transportation plan by identifying and developing potential transportation projects and policies and to provide technical analysis and other requested information to local agencies, citizen groups, and the general public.

Previous Efforts: On-going activity

Inputs: Traffic data; physical condition data; city plans and programs; current Regional Transportation Plan data supplied by other agencies, groups, institutions, etc.

Major Tasks:

- Coordinate projects with other government agencies responsible for project engineering and program implementation, review plans, facility conditions, and other data or program issues.
- Identify potential transit, highway, bicycle, pedestrian and intermodal programs, projects and policies and, with consultants, develop implementation schedules, budgets, etc.
- Conduct scoping of City transit, highway, bicycle, pedestrian, and intermodal projects with consultants and participate in the project scoping for other agencies as required.
- Perform investigations and studies with consultants that lead to conclusions to define arterial street improvement projects, or lead to decisions to reject such improvements.
- Participate with community organizations, institutions and individuals in evaluation of traffic operations or conditions and in defining capital project scopes of work prior to preliminary engineering.
- Consult with project implementers during the preliminary engineering of their capital intensive projects and during the formulation/implementation of low cost capital projects.
- Develop and process necessary agreements for program and/or project studies, implementation, funding and jurisdiction.
- Develop and process agreements with the private sector for joint implementation of transportation programs/projects.
- Review transportation-related legislation, regulations, policies and subregional/local plans.
- Respond to written and oral requests and inquiries.
- Assist other public agencies on planning projects.

Products: Correspondence and internal memoranda (Final: 6/06)
Correspondence to individuals, elected and appointed officials and private and public agencies and organizations (Final: 6/06)
Capital Improvement Program
Plans, policies, preliminary design, project proposals (Final: 6/06)

Future Activities: Project development for the purpose of inclusion in the RTP and TIP.

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Consultant Fees: Consultant Pass Through: \$350,000

Staff Time: Person-Months: 21

2354

TIP Impact Analysis

2354.03

RTP/TIP Conformity Analysis and SIP Consultation and Coordination

Agency: CATS

Budget: \$276,500 (\$276,500 PL)

Purpose: To continue the work necessary to demonstrate conformity of the update to the 2030 RTP and the FY 2006-2011 TIP to the emission budgets being developed by IEPA; to provide assistance to IEPA in the development of emission budgets used in future SIPs and conformity analyses; to conduct analyses of individual projects or categories of projects to measure their impact on regional conformity analyses; to provide for consultation and coordination between the SIP and regional transportation planning processes as required by Sec. 51.402 of the Conformity Rule and Sec. 450.312 of the Metropolitan Planning Rule, and described in the regional Consultation SIP submitted to EPA in September 1998.

Previous Efforts: CATS travel demand model development exercises; previous conformity analyses; documentation and public comment response; conformity analysis for FY 04-09 TIP and 2030 RTP; programs and plan development process; LMOS participation; VMT estimates and emissions inventory; targets and emissions budget; TCM analysis; conformity consultation SIP

Inputs: CATS modeling databases; NIPC socioeconomic data; emission calculations for SIP; inventory calculation; metropolitan planning rules; final conformity rule

Major Tasks:

- Assist IEPA in the development of emissions budgets for State Implementation Plans.
- Conduct and document analyses as required by the consultation process.
- Provide for coordination on issues including horizon years, evaluation and choice of models and associated methods and assumptions used in the regional emissions analysis, VMT estimates, projections and tracking, emission estimates and inventories, and targets and emission budgets.
- Monitor SIP requirements as they affect the analysis required to ensure conformance of the plan and TIP.
- Coordinate all activities with the region's implementers and IEPA, USEPA, FHWA and FTA, including the consultation process at all tiers of involvement.
- Document the consultation process.
- Monitor the development of SIP guidelines promulgated by USEPA.
- Evaluate and respond to changes in the conformity legislation, regulations and guidelines.

Major Tasks (con't):

- Provide transportation input to insure that SIP decisions are coordinated, integrated and consistent with transportation needs and capabilities.
- Assist in definition of responsibilities, cooperation and coordination requirements, results and decisions to insure transportation and air quality submittals are integrated.

Products: Conformity analysis

Future Activities: None identified

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Staff Time: Person-Months: 20

2356

TIP Public Participation

2356.02

Coordination of STP with Local Elected Officials

Agency:	CATS
Budget:	\$162,600 (\$162,600 PL)
Purpose:	To work directly with local officials and council representatives to develop and amend, as necessary, the programs to be funded through STP funds
Previous Efforts:	Status reports on FAU, STP and Enhancement programs; 1 and 5 year funding level estimates; analyses of advanced funding requests; development of STP binders for PLs, STP accomplishment Task Force Findings and STP Scope & Field Review Form; various STP project monitoring and facilitation tools and guidance
Inputs:	Fiscal forecasts (federal, state); project monitoring data and software; federal legislation and regulations.
Major Tasks:	<ul style="list-style-type: none">• Estimate one and five year STP funding levels by individual regional councils; update annual programming marks as needed.• Summarize STP expenditure information by sub-regional council.• Provide technical assistance for changes to TIP procedures and policies resulting from issuance of final conformity, planning and management systems regulations, funding legislation and the new surface transportation Act.• Analyze issues related to amendments to the conformity regulations that affect programming requirements for local officials.• Coordinate STP program development between the councils.• Evaluate STP advanced Funding requests for eligibility and fiscal impacts on the Region.• Facilitate local elected officials' involvement in activities required by implementation of the new surface transportation Act, CAAA and ADA.• Respond to the general public on issues related to the programming of local Projects.• Review local STP project progress on a monthly basis.• Assist sub regional councils with revisions to project selection methodologies.• Assist the councils with their TIP change submittals.• Compile, review and coordinate the eleven councils' TIP changes for WPC action, including assuring overall fiscal constraints.• Work with the councils and IDOT to ensure projects proceed on schedule.• Work with the councils, Exec Committee and IDOT to implement improvements to the STP process in order to enhance the timeliness and efficiency of project implementation.• Assist the Council of Mayors STP Accomplishment Task Force in updating their recommendations, as needed.• Provide training seminars and other support materials as necessary for planning liaisons on STP program related issues.• Make adjustments as needed to the STP process as required by the new surface transportation Act.• Make adjustments as needed to the STP process as required by new state policies regarding the use of all STP funds in the year they are made available and the need to track and coordinate expenditures by state fiscal years (as well as federal fiscal year).
Major Tasks (con't):	

Products: Coordinated Suburban multi-year STP Program (Final: 10/06)
Frequent updates to same
Year end Accomplishment statistics (Draft: 10/06; Final: 2/07)
Federal funding tables (STP marks) (Draft: 9/06 ; Final: 2/07)
State constrained STP funding tables (Draft: 7/06)
Status of projects in multi year program (Draft: 1/07; Final: 5/07)

Future Activities: Analyses of STP program; continued work on national transportation legislation.

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Staff Time: Person-Months: 14

2357

TIP Fiscal Forecast

2357.05

Fiscal Forecasting and Analysis

Agency: CTA

Budget: \$100,000 (\$100,000 FTA)

Purpose: To prepare/develop CTA's annual budget and two-year financial plan.

Previous Efforts: FY 05 Project

Inputs: Regulatory requirements and funding availability; Previous annual budgets; Sales tax revenues/projections; trend analysis.

Major Tasks:

- Determine appropriate economic information critical to the development of a responsible, fiscally constrained annual budget.
- Evaluate tools and techniques currently employed by the Authority to gauge current economic conditions, assess past economic/fiscal performance, and project future conditions/performance.
- Study fiscal impacts of retail sales as they relate to the amount of tax revenues received by public jurisdictions and transit properties such as CTA.

Products: Status Reports (Draft: Monthly ; Final: Quarterly)
Budget Ordinance (Draft: 11/05 ; Final: 2/06)
Budget Books (Draft: 11/05 ; Final: 2/06)

Future Activities: Ongoing process to monitor financial/statistical results for all divisions.
Development of trend analysis as a forecasting tool. Refinement of computer models for revenue and activity-based reporting.

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Staff Time: Person-Months: 4

CATEGORY 3: PUBLIC INVOLVEMENT AND INFORMATION

Purpose: The projects in this program category seek to create and employ mechanisms for obtaining input from individuals and groups in the development of UWP funded plans and programs; inform the public about transportation planning activities in the region; and respond to requests for information, reports and data. This category includes support for the Council of Mayors, an important link between regional transportation planning agencies and the general public.

Description: CATS will continue implementation of the public involvement/information activities described in its Public Involvement Plan. Continuing initiatives include: “Partners in Progress” outreach meetings (which have already been held in Aurora, Geneva, South Holland, Itasca, Wheaton, Winfield and Country Club Hills); maintenance of the CATS contact list and the meeting information hotline; hosting the annual Open House, the pre-construction Spring Press Conference and the children’s transportation poster contest; supporting the Public Involvement Task Force; and responding to information requests from the public, special interest groups, the media and public officials.

CATS will also begin public involvement efforts for the RTP update by engaging a diverse sample of residents from across the region in identifying priorities and trends the RTP should address. This will be done through regional workshops as well as on-line surveys.

NIPC will continue to develop and implement a public involvement plan to guide all public involvement for the agency. A task force that is representative of the public at-large will meet to provide input into the plan and direct public input will be collected through workshops and public meetings. NIPC’s extensive forecast and comprehensive planning public involvement efforts will be funded here, as well as its general information dissemination, website, mail list, publications, newsletters and request fulfillment activities.

Suburban mayors, as the representatives of over 5 million people, are vital to the success of two-way communication between regional agencies and the general public. While the subregional planning program and the support provided to the Council of Mayors by the CATS staff respond to issues across the entire spectrum of transportation planning, the central theme of all these efforts is to obtain the input of citizens through their elected public officials and to communicate the focus and scope of regional activities back to citizens through their municipal governments. Thus, the Subregional Planning Program is located here rather than the Subregional Studies category of the past.

Program Components: Public Information (CATS, NIPC)
Regional Council of Mayors (CATS, CoM)

Budget:
PUBLIC INVOLVEMENT AND INFORMATION:

	Total	CATS	Chicago	CoM	CTA	Counties	Metra	NIPC	Pace	RTA
FTA	492.8	492.8								
PL	2,058.9	819.9		1,028				211		
Total	2,551.7	1,312.7		1,028				211		

All figures in thousands of dollars, local match included

3004

Public Involvement and Information

3004.01

General Public Information and Involvement

Agency:	CATS
Budget:	\$645,600 (\$322,800 FTA; \$322,800 PL)
Purpose:	To inform the public of the functions, activities and programs of CATS; to provide data and information upon request; and to develop and implement procedures for the significant involvement of the general public, local officials and special interest groups in MPO planning and programming activities.
Previous Efforts:	Production and dissemination of newsletters, reports, media releases, information bulletins and other informational materials; mailing list maintenance; CATS Public Involvement Plan; creation of a new website www.catsmpo.com ; Update of CATS brochures; Creation of the Partners in Progress outreach initiative; RTP 2030 public involvement effort; Creation and implementation of the annual region-wide transportation contest for grades K-6; Update and redesign of major agency publications.
Inputs:	CATS Public Involvement Plan; Direct input from the Public Involvement Task Force; guidelines and directives from the Work Program Committee and the Policy Committee; Materials from other MPOs, 2002 Certification review by the FHWA and FTA.
Major Tasks:	<ul style="list-style-type: none">• Develop media releases and advisories for appropriate reports and activities.• Respond to information requests from public officials, special interest groups, the general public and media (agency-wide task).• Maintain agency master contact list, and support its sub-lists.• Catalogue and maintain all CATS publications.• Catalogue and maintain all CATS visual aids, e.g. maps and slides.• Maintain the CATS information hotline.• Implement public information and public involvement activities from the CATS Public Involvement Plan.• Provide staff and technical support to the Public Involvement Task Force.• Maintain the MPO's website.• Continuation of the "Partners in Progress" outreach and education effort.• Develop popular summaries for major MPO products
Products:	Outside Communications items
Future Activities:	None identified
Time Period:	FY06 Begin Date: 7/05 FY06 End Date: 6/06
Miscellaneous Costs:	Postage, meeting costs, printing, audio-visual materials and programming, travel; \$2,000
Staff Time:	Person-Months: 75

3004.03

Public Involvement

Agency:	NIPC
Budget:	\$211,000 (\$211,000 PL)
Purpose:	Develop and implement a public involvement plan for NIPC that will guide public involvement for all NIPC departments and projects. Provide ongoing public involvement support for NIPC during development of the plan. Provide ongoing regular contact with and assistance to local officials and other stakeholder organizations
Previous Efforts:	Common Ground and the creation of the Regional Framework Plan involved many innovative techniques for public involvement, from creating a regional network of trained facilitators to utilizing technologies such as keypad polling and interactive GIS software. NIPC will now incorporate this work into a formal public involvement plan. NIPC has supported a local service officer program for over 30 years.
Inputs:	Lists of contacts and partners from other NIPC programs, including Common Ground, Forecasting, and Environment and Natural Resources Department. CATS' experiences with its Public Involvement Plan development process.
Major Tasks:	<ul style="list-style-type: none">• Convene a task force that is representative of the diverse population to meet regularly and provide guidance and input into the creation of the public involvement plan.• Conduct a series of audience driven workshops to gain additional perspective on reaching specific groups of people and segments of the population (minority, disabled, elderly, business, faith-based, etc.).• Conduct research and consult with practitioners from other regions across the country on critical issues and best practices for public involvement.• Maintain a website with updated material about the creation of the plan and opportunities for interested parties to provide input and feedback via the website.• As resources permit, provide support to conduct public meetings, workshops and other public involvement activities to other NIPC departments and programs, including implementation of the 2040 Framework Plan, the Full Circle community planning program and the update of the 2030 Forecasts.• Integrate the Common Ground contract list into the agency wide directory for use by all NIPC technical departments for their activities.• Work with all NIPC departments in developing a strategy to disseminate data more broadly with an emphasis on improving involvement in NIPC outreach opportunities.• Provide local service officers (LSO) in the field to support local officials and other stakeholder groups in their local planning activities.• Provide in the field liaison support for the Framework Plan and NIPC functional plans and programs.
Products:	NIPC Public Involvement Plan (Draft: 3/06; Final: 6/06)
Future Activities:	NIPC will utilize this plan to guide all public involvement activity associated with its departments and programs Continuation of the LSO program.
Time Period:	FY06 Begin Date: 7/05 FY06 End Date: 6/06
Miscellaneous Costs:	Computer: \$3,000; Meeting expenses, travel and supplies:\$10,000
Staff Time:	Person-Months: 12

3004.04

Public Involvement for the RTP Update

Agency:	CATS
Budget:	\$340,000 (\$170,000 FTA; \$170,000 PL)
Purpose:	Engage a diverse sample of the public, throughout the region, in identifying priorities and trends which the long-range plan should address, through in-person, electronic and postal formats. Report back and verify for the public that the general sense of their collective concerns was captured and understood; provide raw data and summary reports to CATS planning staff in written and electronic formats.
Previous Efforts:	Connecting Communities summits, mini-summits and reports (a compendium of all data was provided to CATS); Analysis of public comment from previous CATS and IDOT hearings; Public involvement consulting; Web design to facilitate public access to information.
Inputs:	Shared Path 2030 (2001-2003), Common Ground
Major Tasks:	<ul style="list-style-type: none">• Design and implement 10 regional workshop/charette meetings.• Produce local reports from each session (reports to be reviewed by attendees or representative sample of attendees.• On-line taxpayer preference survey.• Data from surveys and meetings that can be aggregated and disaggregated by Planning staff.• Compiled information on regional and local priorities to be provided to the RTP Committee.• Hire a consultant to perform this work.
Products:	Design 10 regional workshop/charette meetings (Draft: 11/05 ; Final: 1/06) Implementation of 10 regional workshop/charette meetings (Final: 6/05) Production of local reports from each session (within 45 days of each session) (Final: 6/06) On-line taxpayer preference survey (Draft: 9/05 ; Final: 10/05) Data from surveys and meetings that can be aggregated and disaggregated by Planning staff. (Draft: 4/06 ; Final: 7/06)
Future Activities:	Provides a foundation for future outreach, including a model that can be used in subsequent years and a multi-layered data set for comparison in future years.
Time Period:	FY06 Begin Date: 7/05 FY06 End Date: 6/06 Multi-Year Begin Date: 7/05 Multi-Year End: 12/06
Consultant Fees:	Consultant Pass Through: \$340,000
Staff Time:	Person-Months: 0

3339

Regional Council of Mayors

3339.20

Regional Council of Mayors Support and Management of Sub-regional Transportation Planning Program

Agency:	CATS
Budget:	\$327,100 (\$327,100 PL)
Purpose:	To promote and facilitate the participation of local elected officials in the region's transportation planning and programming process. To provide the supervision, monitoring, coordination and administration necessary for the sub regional transportation planning liaison program of the CATS Council of Mayors (CoM). Provide regional support to local jurisdictions (city and suburbs) to understand and respond to new FRA regulations on the Swift Rail Act.
Previous Efforts:	Prepared COM Exec Comm agendas and minutes, etc; maintained CoM directories & municipal directory; developed reports on ISTEA, TEA-21; Swift Rail regs, coordinated presentations on 2020 & 2030 RTPs and various MPO subcommittees and task forces to the councils and Executive Committee; provided research, maps and various analyses related to the effects of the implementation of the Swift Rail Development Act in northeastern Illinois; distribution of sub regional planning funds to councils; FY 2005 and previous contracts; assisted councils in selecting planning liaisons, when asked; assisted CoM project sponsor in development of specifications and other aspects of procurements for CMAQ Bike rack and locker purchase, etc.
Inputs:	Requests by the Council of Mayors; adopted RTPs; MPO activities; previous sub-regional policy initiatives and other Executive Committee and subcommittee decisions, and Swift Rail analysis; FRA final regulations expected in February 2005, and Final EIS for the new Regulations; FRA proposed regulations and draft EIS from January 2000, if appropriate; comments and testimony of CATS member agencies and Congressional delegation to FRA on proposed and interim rules; FRA studies on same; ICC and City of Chicago RR Crossing inventories, statistical analysis on IL crossing safety.
Major Tasks:	<p>Regional Council of Mayors Support</p> <ul style="list-style-type: none">• Participate in regional council, conference, association and their transportation committee meetings.• Facilitate involvement of special interest groups in council process.• Assure exchange of information among local elected officials, the regional councils, other agencies and the Work Program and Policy committees.• Prepare CoM exhibit and participate in annual IML conference.• Facilitate understanding by local officials of regulations and implications of the new surface transportation Act.• Review and circulate information and analyses of proposed federal and state transportation legislation (including follow up on the proposed Swift Rail Act rules).• Provide staff and technical support to the Council of Mayors Executive Committee and its Subcommittees (UWP, RTP, PL Oversight, etc.).• Provide support to mayors representing the CoM on various MPO committees, TFs and WGs.• Assure participation of local elected officials in congestion reduction planning including liaison with the Work Program Committee, subcommittees and task forces.

Major Tasks (con't):

- Publish and distribute monthly Council of Mayor's calendar.
- Provide information about regional council activities to agencies, news media and special interest groups.
- Assist Council of Mayors in developing planning projects for consideration by the Executive and UWP committees.
- Assist, as needed, in CoM and MPO federal section 5310 paratransit capital grant reviews.
- Disseminate information on reports, conferences and other activities of interest to sub regional liaisons and other interested parties.
- Update the Council of Mayors Information Directory (brochure) several times per year.
- Coordinate CoM information input and updates for CATSMPO web site.
- Update municipal (officials and staff) directory.
- Assist the Mayors involvement in and understanding of Reauthorization through AMPO and other venues.
- Staff and elected official participation in AMPO Policy Board meetings, related conferences, calls, etc., to represent the MPO, as appropriate.

Management of Sub-regional Transportation Planning Program

- Coordinate the activities of the program to prevent duplication of effort by other agencies.
- Prepare and monitor contracts, administer vouchers and related forms, as well as related record keeping.
- Facilitate preparation of the PL scopes of services and memorandum of agreement.
- Review sub-regional budget submittals to facilitate IDOT development of PL grant/intergovernmental agreements.
- Assist councils in selection of sub regional planning staff to fill vacancies, when requested.
- Attend and facilitate, as needed, the monthly planning liaison meetings.
- Direct and coordinate reports and required analyses of PL staff in support of Council of Mayors Executive Committee, its subcommittees, and other local elected officials.
- Administer the PL program regarding: 1) the development of council's STP program; 2) the design, implementation and coordination of their public involvement efforts as part of the overall regional public participation process; 3) activities related to the development of the Regional Transportation Plan Update; 4) efforts related to data collection and exchange; and 5) the communication between staff, councils and agencies related to transportation issues affecting the implementation of and compliance with new surface transportation Act and the CAA.
- Supervise individuals contracted by Council of Mayors for data collection activities.
- Meet with the Executive Committee PL Oversight Subcommittee on an annual basis for program adjustments.
- Conduct 11 meetings with the PL, Chair, and Exec. Comm. member (of each sub regional council) annually to review scope progress and program quality Swift Rail Development Act Regulations Review and Implementation Support.
- Facilitate regional discourse and understanding of train horn issues through the CATS Regional Rail Working Group of MPO member agencies and the Illinois Commerce Commission.
- Assist the region and communities in working with the FRA and Congress to improve the Swift Rail regulations.
- Assist the region and communities in Swift Rail implementation, as appropriate.

Products: Multiple Reports to the Executive Committee and Councils
 Monthly Calendar of meetings
 Exec. Committee & Exec Comm Subcom. agendas & minutes
 CoM information directory updates
 Municipal directory updates
 FY 06 Sub-regional contracts (Draft: 4/06; Final: 5/06)

Future Activities: Continuation of involvement of local elected officials in the planning and programming processes including the update of the 2030 RTP; TEA-3; work with ICC, the FRA, IDOT and Congress to refine and implement the Swift Rail Act rules or the provisions of a waiver for Illinois; development and monitoring of future contracts; assistance to councils in selection of contractors; analyses of STP program; continued work on national transportation legislation

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Staff Time: Person-Months: 30

3339.32 Subregional Transportation Planning, Programming and Management

Agency: Regional Council of Mayors (CoM)

Budget: \$1,125,523 (\$1,028,000 PL; \$97,523 Other)

Purpose: To provide for strategic participation by local officials in the region's transportation planning process as required by TEA-21/TEA-3, the CAAA and future legislation.

Previous Efforts: Committee reports: STP programs; transit service proposals; highway inventory; infrastructure survey; Suburban Transportation Study; CRS survey; STP Evaluation Methodology; data base development; Corridor Development Strategy; CAD and MapInfo Systems; Transit Improvement Program; DRAFT development / administration of Council of Mayors annual element and multi-year programs; continued liaison/negotiation activities; continued staff/technical assistance; continued monitoring/analysis evaluation of local/state/regional programs; continued monitoring/analysis/evaluation of Federal legislation TEA-21/TEA-3, CAAA, ADA; continued air quality assistance.

Inputs: All relevant data/information required to perform work tasks as outlined above. Sources include IDOT, CATS, NIPC, FHWA, RTA, Pace, Metra, municipalities, County, legislative/congressional offices and other agencies

Major Tasks: Participate in the development of a fiscally constrained TIP:

- by coordinating the local project development and selection process to ensure projects meet TEA-21/TEA-3, CAAA, ADA and future legislative requirements;
- by providing coordination between local implementers and CATS and IDOT;
- by educating local officials about the planning and programming process required in TEA-21/TEA-3, the CAAA and future legislation and acting as a local source of information regarding the regional planning and programming process;
- by utilizing and updating project prioritization methodologies to evaluate projects and ensure they comply with TEA-21/TEA-3, CAAA and future legislative requirements;
- by developing, amending and monitoring subregional STP and other federal programs and maintain inventory of highway projects for funding consideration under STP and other federal programs.

Major Tasks (con't):

Assist local officials with the timely implementation of approved STP and other federal projects:

- by tracking the progress of approved STP and other federal projects as they work towards a letting;
- by maintaining contact with and providing information to the municipality, the consultant, CATS and IDOT for approved STP and other federal projects;
- by working with the municipality, the consultant and IDOT to identify potential problems in the project's implementation;
- by facilitating interaction between the appropriate parties when problems are identified concerning a STP or other federal project;
- by working with local officials to ensure their understanding of the STP and other federal program processes.

Coordinate activities related to Council of Mayors' special projects:

- by acting as a conduit to implement regional studies (e.g. RTAP, bicycle and pedestrian planning, feasibility studies, etc.) and other regional and subregional planning activities that arise throughout the course of the year.

Provide professional and technical staff support on subregional Council initiatives such as planning projects, growth initiatives, Illinois Tomorrow Planning Grants etc.

Provide opportunities for public involvement in the transportation planning and programming process in accordance with the overall regional public participation process:

- by providing opportunities for public involvement through Council of Mayors' meetings;
- by acting as a subregional source of information for local officials and the general public regarding opportunities to participate in the regional planning process;
- by assisting with public involvement of the RTP & TIP as directed by the local councils, CATS, IDOT and as mandated by TEA-21/TEA-3 and future legislation;
- by assisting with the public involvement of the SRA system;
- by assisting the region in devising, implementing and monitoring public involvement mechanisms.

Provide a forum for local government participation in the update of the 2030 Regional Transportation Plan (RTP) and to ensure that transportation and land use decisions effectively fit local visions for metropolitan growth:

- by encouraging participation of local officials;
- by coordinating the local input to the Strategic Regional Transit System;
- by participating in the coordination of the RTP with future subregional bicycle planning activities;
- by utilizing the approved plan in the subregional programming decisions.

Facilitate the collection and exchange of data about the local transportation system to support the development and implementation of management systems:

- by coordination of or assisting in collection of local data;
- by evaluation deficiencies in existing data;
- by identifying local needs.

Major Tasks (con't):

Foster accurate and timely communication about transportation issues affecting implementation of and compliance with TEA-21/TEA-3, CAAA and future federal legislation between local officials and CATS, IDOT and other transportation agencies:

- by monitoring local and regional issues;
- by acting as a source of information;
- by assisting with subregional studies;
- by working with municipalities in implementing their approved projects in the RTP or TIP;
- by providing staff support to SRA corridor advisory panels.

Facilitate discussions with local officials, and provide information on emerging technology solutions:

- by providing information on emerging technologies identified in TEA-21/TEA-3 legislation;
- by disseminating information on Intelligent Transportation Systems (ITS) projects that can provide benefit to municipalities;
- by working with CATS to maintain an Internet presence for the Council of Mayors that will benefit information dissemination and communication between local officials, planning liaisons and the MPO.

Provide enhanced support to local officials on transportation grant programs to give them greater consideration in the TEA-21/TEA-3 legislation:

- by acting as a conduit between local officials and the MPO for development of the Congestion Mitigation Air Quality (CMAQ) and Enhancement programs.

Provide essential support to local, regional, State, and Federal agencies on various supplemental studies that improve the overall efficiency and effectiveness of such efforts:

- by providing financial administration of grant funds;
- by coordinating and facilitating periodic meetings;
- by disseminating information to study participants;
- by providing consultant selection and oversight services;
- by collecting and processing pertinent data.

Note that the above activities will be expanded to include Kendall County and portions of Grundy County as the boundaries of the Metropolitan Planning Area dictate.

Products:

Update ranking methodologies
FY 06-09 STP
FY 05 Council Annual Report (Final: 7/06)
Meeting Materials (Draft: 7/05; Final: 6/06)
FY 06 Annual Element (Final: 6/05)

Future Activities:

More technical assistance due to future legislation and regulatory amendments for the 1990 CAAA requirements; more emphasis on TCM projects; continue liaison technical and staff assistance; work on providing essential information on the TEA-3 transportation bill.

Time Period:

FY06 Begin Date: 7/05 FY06 End Date: 6/06

Staff Time:

Person-Months: 180

CATEGORY 4: TRANSPORTATION PLANNING DATA/MODEL DEVELOPMENT

Purpose: The projects in this program category are intended to develop and maintain transportation planning models, and collect, display and disseminate transportation data. These projects provide the technical tools and basic data for the region's transportation planning and implementation efforts.

Description: Planning and development decisions rely upon current, accurate data and reliable forecasts of future conditions. Information on transportation system characteristics and individual traveler behavior contributes to the implementation of local and regional plans and programs, as well as to sound private development.

The preparation of all transportation plans and programs throughout the UWP depends on the data, maps and computer systems created and maintained in this category. Data collection required for a specific study is supported by that study; the Transportation Planning Data/Model Development category provides information and tools that can be used in different projects. Areas receiving emphasis in FY06 will be: general travel model development and improvement; transit ridership counts and surveys; highway travel time and usage estimates; and GIS information gathering and sharing.

Program Components: Geographic Reference Files (NIPC)
 Facilities Monitoring (CoM)
 Transportation Information (CATS, Chicago, Metra)
 Transportation Planning Procedures (CATS, CTA)

Budget:

TRANSPORTATION PLANNING DATA/MODELS

	Total	CATS	Chicago	CoM	CTA	Counties	Metra	NIPC	Pace	RTA
FTA	500				100		400			
PL	1,652.5	1,082.5	285	35				250		
Total	2,152.5	1,082.5	285	35	100		400	250		

All figures in thousands of dollars, local match included

4203

Geographic Reference Files

4203.02

Geographic Information Systems

Agency:

NIPC

Budget:

\$250,000 (\$250,000 PL)

Purpose:

NIPC produced several geographic reference files in the 1990's (many of which were included on NIPC's 1999 Digital Map of the Region CD-ROM) which are in serious need of updating. Updated spatial data are necessary for analytical as well as reference purposes, and would be an important contribution to our next release of the Digital Map of the Region, slated to occur in FY06. Files in need of updating include: Municipal Boundaries, Major Roads, and Commuter Rail (Metra and CTA). Metadata would be produced for all updated files.

This proposal also covers the activities of RFG GIS staff in assisting NIPC I.T. department in the creation of a region-wide geodatabase using NIPC data as well as other GIS data layers produced by other agencies which are commonly used by NIPC GIS staff. Additionally, conference attendance at the ESRI International User Conference and the Fall '06 Illinois GIS Association Conference are included.

NIPC shall provide metadata services to NIPC staff and outreach to the northeastern Illinois community. Metadata is technical documentation about GIS data sets and is an essential component for understanding the suitability of a GIS data set for mapping or analysis in any transportation study. Metadata also describes the currency and availability of GIS data. This helps all agencies to avoid wasteful duplication of effort and promote effective and economical management of resources by Federal, State, local, and tribal governments.

Previous Efforts:

2005 Digital Orthophotography; NIPC Digital Map of the Region (Release #1, 1999); NIPC's Major Roads and Metra coverages. NIPC has on staff one of the few GIS Analysts in the country that is trained and experienced in the writing of metadata that conforms to the Federal Government's Content Standard for Digital Geospatial Metadata (CSDGM). NIPC's metadata 'specialist' currently has contracts with several agencies to provide metadata writing services including Patrick Engineering, Merrick and Company, Cook County Department of Office Technology, Cook County Highway Department, The MacArthur Foundation, and the INHS. NIPC is well respected in the six-county region for its educational outreach in the form of one-day, off-site, 'Getting to Know Metadata' classes.

Inputs:

2005 digital orthophotography; municipal boundary files from local agencies; road network data from transportation agencies or data providers.

Major Tasks:

- Acquire data from partner agencies that will assist in the production of Muni, Road, and Rail GIS data.
- Produce updated 2005 Municipal Boundary, Major Road, and Commuter Rail GIS layers.
- Write documentation (metadata) for layers.
- Incorporate new and existing GIS data into NIPC geodatabase.
- Attend ESRI User Conference, July 2005 (2 staff)
- Attend Illinois GIS Association Conference (3 staff)

Major Tasks (con't):

- Support the Chicago Region Clearinghouse Cooperative, one of only two Clearinghouses in Illinois. The Clearinghouse is an Internet search engine, much like Google, but is tailored to searching and retrieving GIS metadata. It serves metadata from any agency, company, or government across the Internet.
- Ongoing training of NIPC staff to correctly apply the FGDC metadata standard to their own datasets.
- GIS-Metadata educational outreach to local governments and COGs
- Writing services for internal NIPC databases
- GIS Metadata Outreach: Advertise contract metadata writing services.
- Training: Hold one metadata training workshop for internal and external data users

Products:

2005 Municipal Boundary GIS file (Draft: 11/05 ; Final: 1/06)
Updated Major Roads GIS file (Draft: 3/06; Final: 5/06)
metadata reports as needed
Updated Commuter Rail GIS file (Draft: 3/06; Final: 5/06)

Future Activities:

Digital Map of the Region CD-ROM (Version 2); 2005 Land Use Inventory; Forecasting & Growth Monitoring. Metadata reports as needed to meet requirements.

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Miscellaneous Costs: Conference registration, travel and data acquisition: \$3,600

Consultant Fees: Consultant Pass Through: \$10,800

Staff Time: Person-Months: 23

4311

Facilities Monitoring

4311.54

Council of Mayors Data Collection

Agency:	Regional Council of Mayors (CoM)
Budget:	\$35,000 (\$35,000 PL)
Purpose:	To provide transportation project planning, programming and implementation assistance to the Council of Mayors Planning Staff via collecting and analyzing data and performing other tasks necessary to meet the subregional and regional goals as identified in the Planning Liaison Scope of Service, as well as the requirements of the TEA-21, 'TEA-3', the CAAA of 1990, the ADA and pertinent legislation. This UWP proposal enables the Council of Mayors to respond to IDOT's annual request for data collection assistance in obtaining required Highway Performance Monitoring System (HPMS) data and other necessary roadway inventory (IRIS) information for transportation projects. The Council of Mayors will again hire summer interns to form teams to collect and submit the required HPMS data at nearly 230 locations throughout the region. If time and budget permits, additional council and municipal data may be collected, analyzed and distributed, through requests of the individual councils.
Previous Efforts:	<ul style="list-style-type: none">• Collection of HPMS data per state & federal requirements incl. pavement condition rating (CRS);• Collection of HRDB data per state and federal requirements;• Intersection traffic counts by Council request;• Railroad crossing traffic counts by Council request;• License plate surveys;• Municipal mini-inventories;• Un/Signalized Intersection Information;• Bike trail inventory / -Bike trail user counts;• Sidewalk Condition Inventory;
Inputs:	Data collected for municipal, county, state and federal agencies and jurisdictions, including, but not limited to CATS, IDOT, NIPC, Councils, counties and municipalities.
Major Tasks:	<ul style="list-style-type: none">• Collect field oriented HPMS general data items.• Collect data as needed to comply with TEA-21, 'TEA-3', CAAA, ADA, and other pertinent legislation.• Data analysis and record keeping, correspondence, and updates to the data collectors manual and the data collection management handbook, as needed.• Office assistance in support of the Council of Mayors data collection program.• Assist with additional pavement condition rating surveys (CRS) and council and municipal transportation data collection, time permitting.
Products:	HPMS general data items (Draft: 9/07) CRS (Draft: 9/07) Signal/bike/sidewalk counts (Final: 9/07) Council program development Annual Reports (Draft: 7/07; Final: 8/07) Intersection Traffic counts (Final: 9/07)

Future Activities: By June 15th each year, IDOT submits an electronic file of Highway Performance Monitoring System (HPMS) data to FHWA. HPMS is a national level highway information system that includes data on the extent, condition, performance, use, and operating characteristics of the Nation's highways. The major purpose of the HPMS is to support a data driven decision process within FHWA, the DOT, and the Congress. The HPMS data are used extensively in the analysis of highway system condition, performance, and investment needs that make up the biennial Condition and Performance Reports to Congress. These Reports are used by the Congress in establishing both authorization and appropriation legislation, activities that ultimately determine the scope and size of the Federal-aid Highway Program, and determine the level of Federal highway taxation. The data used for the HPMS data submittal comes from the Illinois Roadway Information System (IRIS). A multitude of planning and programming activities (per MPO & CoM goals, and PL Scope of Services) utilize the HPMS and Municipal data.

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Consultant Fees: Consultant Pass Through: \$7,000

Staff Time: Person-Months: 15

4318

Transportation Information

4318.48

Travel/Data Monitoring

Agency:

CATS

Budget:

\$440,600 (\$440,600 PL)

Purpose:

CATS has an extensive historic collection of travel related data in both hardcopy and electronic format. This includes information such as licensed drivers, vehicle registrations, vehicle miles traveled, household and other specialized surveys, etc. This information is available and used by CATS staff, other transportation agencies in the region, the media, researchers and general public. Organization, maintenance expansion, reporting and development of publications from this information store are supported by this project. A significant effort this year will relate to the 2000 census transportation data. As this data becomes available, comparisons of 1980 through 2000 travel and household characteristics will be published through T-Facts and the CATS website.

Previous Efforts:

Annual publication of Transportation Facts dating to 1984; T-Facts Special Edition: Trends in the Chicago Metropolitan Area; FY00 T-Facts: CATS Multi-modal External Travel Survey; Review of CATS 1999 Publications; 2000 Census TAZ Geography; FY00 data files: External Travel Survey records; 1998 Screen line counts for Illinois/Indiana border; 1997 Amtrak and airline directional passenger volumes; 1998 Expressway VMT; Illinois licensed drivers.

Inputs:

IDOT Travel Characteristics; Regional travel time data from FY 95 through FY 98; Secretary of State data; 1990 CTPP; 2000 CTPP; 1990 HHTS; 2000 census data; American Travel Survey; Accident statistics, aviation activity, parking availability, railroad grade crossing locations, etc.

Major Tasks:

- Maintain divisional information files in newly organized and cataloged format for quick and accurate retrieval of data.
- Acquire new information to augment and update the divisional information holdings.
- Develop and publish time series data comparisons from 1980, 1990 and 2000 censuses.
- Provide information to requesting groups and individuals.
- Prepare summaries and graphics from existing and new data sources illuminating topical issues in transportation.
- Draft descriptive text and layout graphics for T-Facts issues, print and mail T-Facts.

Products:

[2 or 3] T-Facts Issues (Final: 6/06)

Future Activities:

Continued publication of Transportation Facts; Updating of travel monitoring data sets; Additional travel trend data sets; Continuing responding to inside and outside requests for information.

Time Period:

FY06 Begin Date: 7/05 FY06 End Date: 6/06

Miscellaneous Costs:

Supplies: \$1,000

Staff Time:

Person-Months: 34

4318.58

Station/Train Boarding and Alighting Counts

Agency: Metra

Budget: \$450,000 (\$400,000FTA; \$50,000 Other)

Purpose: The purpose of this project is to measure weekday passenger use at the rail station/train level, complementing other regularly collected ridership data which are at more aggregate levels of detail. The information is useful for a number of diverse activities, including scheduling, planning, capital development programming, marketing, etc. Results will be used to establish a baseline to measure the impacts of Metra's 3 New Start projects, which are expected to be operational in late 2005 or early 2006. Collected data will also be used to support Metra's ongoing Alternatives Analysis studies of potential expansion projects.

Previous Efforts: Similar counts have been taken ten times since 1983, the most recent in 2002.

Inputs: Equipment cycles, timetables, trains length data

Major Tasks:

- An outside contractor would be engaged to conduct the count of passengers boarding and alighting each weekday train at each station for an entire rail line's schedule of service.
- All trains would be covered on most lines in a single day, limited to Tuesdays, Wednesdays or Thursdays.
- The entire system would be counted in about a three month period.
- On the lines with the highest service levels, as many as 200 personnel are required, including counters, back-up counters and supervisors.
- Counts are taken on-board, with survey personnel placed at each rail car door.
- Metra would provide pre-printed survey forms, and handle all data processing and analysis activities.
- The proposal does not contemplate counting on weekends.

Products: Commuter Rail System Station Boarding/Alighting Count - Train Detail (Draft: 12/05 ; Final: 3/06)
Boarding/Alighting Count - Station Summary (Draft: 1/06; Final: 3/06)

Future Activities: FTA National Transit Database; FTA Before/After Studies; Station Transit Oriented Development Studies; etc.

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Consultant Fees: Consultant Pass Through: \$400,000

Staff Time: Person-Months: 4

4318.64

Regional Internet Planning Databases Archive & Inventory

Agency: CATS

Budget: \$413,500 (\$413,500 PL)

Purpose: To continue the development of a centralized regional Internet archive of GIS, Census and transportation modeling databases used in the planning community. Building upon the internet web application of the regional expressway atlas, this project would be expanded to include the development of an interactive-web bicycle project inventory and TIP Internet web application. This project would further explore collecting and archiving data acquired and developed from the IDOT TSC facility. The focus of this project would remain collecting, documenting and archiving databases developed by planning agencies throughout the region and making them available through the internet from one centralized

Purpose (con't):	location. The regional expressway system database would be further developed to include updated travel time information, ADT and VMT data. Coordination of this data would make analysis of regional operational strategies and planning more efficient, including the collection, acquisition, dissemination, organization, management and presentation of databases. An increased emphasis would be placed on storing the data in GIS formats; to manage broad interagency coordination; to identify initiatives in establishment of performance standards; to explore ITS data archiving applications based on data from CATS, IDOT TSC, Metra, ISTHA, CTA and other sources.
Previous Efforts:	Annual HPMS inventories; CATS 1970 and 1990 Household Travel Surveys; 1980, 1990 and 2000 Census surveys; Signals and Signal Interconnect inventories; ITS infrastructure inventory; Intermodal inventories; CATS Master Highway planning networks; operations systems inventory; various freight-related inventory; Bicycle system Inventory; various GIS files including regional planning zone systems; various Working Papers
Inputs:	CATS Expressway Atlas 1995-2002; CATS planning modeling networks; RTP 2030 planning networks; Regional Bicycle planning network; archived transportation data from coordinating agencies; GCM website; Signals inventory; ITS infrastructure inventory; operations systems inventory; IDOT TCS, ISTHA TIMS and other sources; various freight related inventory; all supporting GIS files and databases; several Working Papers
Major Tasks:	<ul style="list-style-type: none"> • Identify information needs and sources. • Begin collecting, organizing and developing regional Data Depot website archive. • Expand on 2001 expressway atlas update to develop other interactive internet applications for displaying baseline databases such as the CATS bicycle inventory database, modeling networks, TIP project location, signal interconnects and intermodal GIS databases. • Continue to collect and develop databases and GIS integration procedures. • Continue to develop research and evaluation applications and advance agency capabilities in these areas: Conduct technical analyses, identify and measure trends on expressway usage. • Coordinate with implementers, operators, user groups, other state and regional agencies. • Research national and international planning, GIS developments for regional potential. • Support Regional Transportation Plan (RTP) and other related initiatives as needed. • Publish research findings as CATS products or as other media as appropriate.
Products:	Regional GIS and database website archive (Draft: 12/05 ; Final: 12/06) Various publications (Draft: 12/05; Final: 6/06)
Future Activities:	Continued update of regional expressway atlas; Regional TIP internet web application; development of central repository for accident data, census data and survey, and regional planning databases; ITS data archiving applications; development of additional baseline data applications for expressway, arterial systems and additional transit system initiatives
Time Period:	FY06 Begin Date: 7/05 FY06 End Date: 6/06
Staff Time:	Person-Months: 38

4318.68

Chicago City-wide Average Daily Traffic (ADT) Data Collection

Agency: Chicago

Budget: \$285,000 (\$285,000 PL)

Purpose: The purpose of this project is to update average daily traffic counts at 1,500 locations within the city of Chicago. This information is essential for the success of planning, design and construction projects undertaken by city, county and state agencies and was last collected in 1994. A decade of residential and commercial growth necessitates updated counts. Both auto and truck counts will be taken.

Previous Efforts: City-wide average daily traffic counts were last conducted in 1994.

Inputs: The 1,200 locations observed in 1994 will be studied and 300 new locations added.

Major Tasks:

- Conduct 24-hour tube counts at 1,500 locations city-wide.
- Build database and enter data.
- Create and print GIS map.
- Post to internal internet site.

Products: ADT database (Draft: 9/05; Final: 10/05)
ADT map—print (Draft: 10/05 ; Final: 11/05)
ADT map—internet (Draft: 11/05 ; Final: 12/05)

Future Activities: The data collected will be used by city, county and state agencies for the planning of future transportation projects, plan review of new development, to determine crash rates and conduct safety studies, roadway capacity analysis, intersection design studies, identifying corridors for new or improved transit service and bikeway implementation, to update baseline data for regional network models, pavement marking design and detour and event planning.

Time Period: FY06 Begin Date: 8/05 FY06 End Date: 12/05

Consultant Fees: Consultant Pass Through: \$275,000

Staff Time: Person-Months: 3

4341

Transportation Planning Procedures

4341.63

Travel Model Development and Support

Agency: CATS

Budget: \$228,400 (\$228,400 PL)

Purpose: Ensuring that CATS' regional travel models and forecasting tools are current in terms of state-of-practice, planning responsiveness and underlying data. This year's focus will be on implementing a strategic plan for model improvements focused on updating validation data and model estimation resources.

Previous Efforts: FY2005 model improvement work was the basis for preparing a strategic model improvement work program

Inputs: CATS modeling procedures and code; 2000 Census datasets; System use data provided by providers and operators.

Major Tasks:

- Continue model recalibration based on 2000 Census data.
- Prepare new validation data sets based on current system use.
- If directed, prepare new plan, program and project evaluation measures.
- Continue improving model execution procedures.

Products: Model procedures and code (Draft: 6/06; Final: 6/06)
Model parameters (Draft: 6/06; Final: 6/06)
Transfer of data (Draft: 6/06; Final: 6/06)
Validation data and procedures (Draft: 6/06; Final: 6/06)

Future Activities: None identified

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Staff Time: Person-Months: 19

4341.74

Farecard-Based Passenger Flow Study

Agency: CTA

Budget: \$100,000 (\$100,000 FTA)

Purpose: This model can potentially replace or augment traditional survey and manual passenger counting methods for measuring origin-destination data, passenger loads on board vehicles, passenger flows within stations, and transfers between lines. Manual data collection is expensive and therefore infrequent, thus degrading the quality of many planning processes including regional travel demand modeling, route design and planning, passenger facility design, scheduling and operations control.

Previous Efforts: Prior work at CTA has included a temporary development version of a rail-only model using farecard serial numbers. Additionally, CTA-sponsored research conducted at MIT has led to development of potential enhancements, including integration of bus automatic Vehicle Location data. These efforts lead into the current project.

Inputs: Automatic Fare Collection data, GIS layers as necessary, existing development version of model, prior research reports.

Major Tasks: Expanding the current rail-only model towards the inclusion of bus trips, as well as towards completing a stochastic version of the model to allow accuracy estimates to be produced for all model outputs. This will involve:

- design and implementation of sampling methods,
- data structure design,
- SQL query development and
- algorithms and Oracle PL/SQL program development to support enhanced versions of the model.

The tasks may involve coordination with other researchers for support on methodology.

Products: Report (Draft: 2/07; Final: 4/07)

Future Activities: None identified

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06
Multi-Year Begin Date: 7/05 Multi-Year End: 6/07

Staff Time: Person-Months: 12

CATEGORY 5: SPECIAL STUDIES

Purpose: The widely disparate projects in this category share one common theme, responding to the transportation planning needs of a particular constituency or a specific issue. The intent is to provide a targeted response to such needs rather than including them in a more generic, “top-down” plan or study.

Description: This category is divided into three subcategories: Asset Management, Special Groups and Environmental Studies. Asset Management projects will develop operational, demand and information technology strategies to improve the efficiency of the transportation system. This subcategory is further divided into studies of highway facilities, transit and multi-modal issues. Under Special Groups are projects that seek to reach out to members of protected classes and ensure that the transportation planning process is accessible and responsive to them. The Environmental Studies subcategory includes technical studies and management efforts that contribute to improving the region’s air quality.

Program Components:
 Asset Management: Highway Facilities (CATS)
 Asset Management: Transit (CATS)
 Asset Management: Multi-Modal (CATS)
 Mobility Limited Services (CATS)
 TCM Evaluation and Implementation (CATS)

Budget:

SPECIAL STUDIES

	Total	CATS	Chicago	CoM	CTA	Counties	Metra	NIPC	Pace	RTA
FTA	45.98	45.98								
PL	1,321.12	1321.12								
Total	1,367.1	1367.1								

All figures in thousands of dollars, local match included

5321

Asset Management: Highway Facilities

5321.16

Congestion Monitoring

Agency: CATS

Budget: \$200,500 (\$200,500 PL)

Purpose: Monitor and evaluate traffic congestion from a regional perspective. Study CMS policies and planning efforts. Continue research on mitigation successes and apply those successes to other projects. This work satisfies the monitoring component of the federally required CMS.

Previous Efforts: Interim Congestion Management System for NE Ill., 1993
Congestion Management System for NE Illinois, 1997
Congestion Management System, Status Report, 1998
Congestion Mitigation Handbook, 1998
Congestion Management System, Status Report, 1999
Army Trail Road Congestion Profile, 1999 Various TDR reports, US 45, IL 64, IL 30, IL 22 and Palatine/Willow Road.
Congestion Management System, Status Report, 2002:
Regional Safety Analysis, 2005

Inputs: Previous analyses; federal legislation and rule making for CMS, CATS travel demand model results; ITS Data from IDOT and ISTHA, counties and staff visits, other efforts from around the nation

Major Tasks:

- Provide coordination for CMS, RTP and TIP development process.
- Finalize 2005 CMS Status Report.
- Prepare follow up for Regional Safety Analysis.
- Interpret new federal legislation and re-assess the management system.
- Evaluate ITS data archives for use in performance measures analysis.
- Prepare corridor congestion analysis reports and coordinate corridor selection with implementers.
- Provide support to implementers assessing travel demand reduction strategies in corridors with planned improvements.
- Investigate an analysis of energy use for various modes of travel in the region.

Products: 2005 CMS Status Report (Draft: 9/05 ; Final: 12/05)
Additional Studies (Draft: 12/05 ; Final: 6/06)

Future Activities: None identified

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Staff Time: Person-Months: 20

5325

Asset Management: Transit

5325.49

International Conference on Privatization

Agency:	CATS
Budget:	\$146,900 (\$146,900 PL)
Purpose:	To continue facilitating private provider participation in transportation management and operation within the region, and optimize private provider input into the decision making process.
Previous Efforts:	Private Provider (Sector) Inventory and Directory; UPS After School Jobs Access Program; Loretta Hospital Job Access Program; Private Providers Task Force Support; Monitored Federal and State legislation; Networked with Private Providers; Networked with Illinois Student Transportation Association; Networked with Chicago Dept. of Tourism; Bloomingdale Pavilion Reverse Commute Program; Bellwood School System Transport Program; Review of CMAQ proposals; Addressed and continue to work with Council of Mayors to provide county and township input for Private Providers.
Inputs:	American Business Information Database; Chicago Yellow Pages; Six county telephone directory; Illinois Student Transportation Directory; Chicago Dept of Consumerism taxi division; Council of Mayors' referrals; Partners in Progress Outreach Program
Major Tasks:	<ul style="list-style-type: none">• Provide staff and technical support to the Private Providers Task Force (PPTF).• Identify operational issues affecting private provider service.• Develop and evaluate operational enhancements and/or strategies to make more effective use of private sector resources.• Monitor and report on regional and national legislation, trends, and activities relating to private sector or privatization issues.• Provide technical assistance for consideration of private sector resource alternatives in projects and plans in support of regional transportation initiatives.• Report activities to the WPC related to private sector participation to regional transportation planning.• Maintain, update and distribute Private Providers Regional Data base and Directory.• Update Private Provider's (Sector) web page on CATS' web site.• Assist Private Providers in identifying programs that provide job access, reverse commute services, and alternative transit services in northeastern Illinois.• Partner with MTA/UIC in the development of a preliminary list of transit operators related to the development of a Comprehensive Study of Private Sector Transit Industry in the Chicago Metropolitan Area, aka: The Comprehensive Study.• Analyze the results of The Comprehensive Study.• Implement recommendations of The Comprehensive Study.• Assist MTA in the preparation of an RFP for the International Conference on the Competitive Contracting in Public Transportation. (Ongoing)• Create mailing piece to encourage membership participation in the Private Provider's Task Force.• Speak to industry groups representing Private Providers on the benefits of working through CATS.

Products: Updated Private Provider Directory (Draft: 2/04 Ongoing)
RFP timetable for International conference (Draft: 3/05 ; Final: 10/05)
Electronic posting of Private Provider Directory (Draft: 4/05; Final: 4/06)
International Conference on Privatization Contracting (Draft: 5/05; Final: 10/05)

Future Activities: Conduct quarterly meetings or more often as required, with Private Provider's Task Force.

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 5/06
Multi-Year Begin Date: 1/05 Multi-Year End: 5/06

Staff Time: Person-Months: 9

5325.56 Comprehensive Study of the Private Sector Transit Industry

Agency: CATS

Budget: \$50,000 (\$50,000 PL)

Purpose: To conduct a Comprehensive Analysis of the Private Transit Industry in the Chicago Metropolitan Area aka: Comprehensive Analysis, which has not been conducted since 1992. To provide information on a variety of aspects on the private transit industry, including the number and types vehicles operated, ridership, types of services provided, origins and destinations, peak period services provided, wages, unionization, benefits offered, cost structure, etc. to support largely uncoordinated public and private transit services and seek to enhance public-private sector cooperation in the delivery of transit services, which can lead to a more efficient and effective regional transit system.

Previous Efforts: Most recent analysis prepared in 1992.

Inputs: Various working papers created by CATS and MTA. 1992 Comprehensive Study.

Major Tasks:

- Report progress to the PPTF and CATS.
- Complete the project in accordance with the provisions of the IDOT contract
- Create mailing piece to encourage membership participation in the Private Provider's Task Force.
- Speak to industry groups representing Private Providers on the benefits of working through CATS.

Products: Updated Private Provider Comprehensive analysis (Draft: 2/04; Ongoing)
Private Provider Analysis (Draft: 6/05 ; Final: 7/06)
Produce Private Provider Brochure (Draft: 4/05 ; Final: 9/05)

Future Activities: Ongoing educational and informational programs for private sector transportation.

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 12/05
Multi-Year Begin Date: 1/05 Multi-Year End: 12/05

Staff Time: Person-Months: 3

5328

Asset Management: Multi-Modal

5328.02

Implementation of the ITS Component of the RTP

Agency: CATS

Budget: \$194,300 (\$194,300 PL)

Purpose: To implement the ITS component of the Regional Transportation Plan; to meet federal ITS Architecture and Standards requirements; and to support integration of ITS deployments among regional stakeholders.

Previous Efforts: The Regional ITS Architecture Completed in December of 2002. The Strategic Early Deployment Plan (completed May 1999), the Northeastern Illinois ITS Deployment Plan Update (anticipated completion in Spring of 2005) and ongoing Advanced Technology Task Force issues, including support for RTP development and the development of Regional Architecture. Efforts by the Gary/Chicago/Milwaukee corridor program also provided a basis for analysis.

Inputs: The FHWA and FTA rules on ITS and Planning. The Regional ITS Architecture, The Gary/Chicago/Milwaukee Corridor, The Strategic Early Deployment Plan and other ongoing ITS efforts, such as, the RTA's RTIP (Regional Transit ITS Plan), the City of Chicago's TMC the Traffic Management Center development, and ISTHA's development of TIMS the Traffic and Incident Management System.

Major Tasks:

- Provide ITS Coordination with RTP and TIP development processes.
- Consider follow-up to benefits analysis using IDAS (ITS Deployment Analysis System).
- Hire a consultant to initiate the maintenance of the Regional ITS Architecture.
- Provide staff and technical support to the Advanced Technology Task Force.

Products: Regional ITS Architecture: Maintenance Update (Draft: 3/06 ; Final: 6/06)
Continued Documentation of ATTF efforts (Final: 6/06)

Future Activities: None identified

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Consultant Fees: Consultant Pass Through: \$100,000

Staff Time: Person-Months: 8

5328.03

Freight Operations Analysis and Research

Agency: CATS

Budget: \$78,300 (\$78,300 PL)

Purpose: Conduct original research and analysis into freight activity and performance (including such areas as cargo-handling technology); collaborate with industry, academia, other levels of government, etc., to accentuate performance; publish and present findings; administer the Intermodal Advisory Task Force

Previous Efforts: Multi-year freight research and analysis; many working papers, tech. papers, conference proceeding position papers, PR/PI/outreach publications, contributions to parallel work (e.g. Metropolis 2020's freight plan)

Inputs: as above

Major Tasks: • Prepare regional research documents (working papers, position papers, etc.) to inform policy and operations-related decision-making.
• Provide staff and technical support to the Intermodal Advisory Task Force.

Products: Multiple research findings, working papers, etc. (Draft: 7/05 ; Final: 6/06)

Future Activities: None identified

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Staff Time: Person-Months: 5

5328.05 Transportation Management & Operations

Agency: CATS

Budget: \$559,800 (\$209,800 PL; \$350,000 Other)

Purpose: Plans, studies and technical evaluations in support of the implementation and development of the 2030 RTP. The afore-mentioned RTP identifies transportation management and operations (TM&O) actions are needed to: 1) promote system efficiency, 2) increase travel safety and security, and 3) encourage travel mode change from SOV to transit and HOV. These objectives are to be accomplished through the application of transportation system management and travel demand actions in coordination with freight operations to increase user satisfaction with the system and enhance regional economic development through increased transportation system efficiency.

Previous Efforts: Transportation Management & Operations: survey of legislative implications; draft 2030 RTP section; inventory of state of the practice.

Emergency Management & Operations: TDM Annex Plan for the Central Area Evacuation Plan; IGA Documents for FY 2006 task initiation.

Regional Ramp HOV Study: traffic balancing for Northwest Study Area; Vissim simulation for 31st to 95th Street Inbound for South Study Area; IGA Documents for FY 2006 task initiation.

Non Central City Park n Ride Lot Study: completion of Phase 1 final site locations; completion of Phase 2 final site locations; coordination and technical support for Pace for south sector park-n-ride lots.

TM&O Strategy Identification: review of methodology for Ped/Bike and Ramp HOV AQ evaluation; analysis of change in absolute carpool participation 1990 – 2000.

Inputs: Traffic data from IDOT and ISTHA; results of TM&O Specific Plan participation; CATS modeled data; field studies of traffic operations; emerging TM&O strategies from TDM Clearing House, CUTR, Victoria Transportation Institute, TRP, and other sources; Pace, Metra, CTA, IDOT, County, ISTHA, and other operational and management plans.

Major Tasks: The following tasks will be overseen by various task forces, including, but not limited to: CATS' Air Quality and Transportation Management Task Force, and Intermodal Advisory Task Force, Advanced Technology Task Force; Illinois Terrorism Task Force; and the Committees of the GCM ITS project.

Major Tasks (con't):

Transportation Management & Operations Specific Plan Development

- This plan develops the specific management and operations actions needed to enhance overall system efficiency through the identification of plans, projects, strategies, programs and protocols that can be implemented at the multi-state, regional and sub-regional level through collaborative actions.

Emergency Management and Operations

- Major Incident Management Templates, finalization of the phase 1 template and organizational structures recommendations to the ITTF and Chicago OEM. This project is managed through an IGA with the UIC/UTC.
- Real Time Simulation Modeling: as part of the UIC IGA, the VISTA dynamic transportation simulation model will be configured for testing of transportation implications of a major transportation system disruption.

Regional Ramp HOV Study

- This study is to be continued with completion of simulation modeling of the effect on expressway traffic operations for the South Study Area and the Northwest Study Area between Austin Ave. on I-294 out IL Rt. 53 to Lake Cook Road in both directions.
- This project is being accomplished by an IGA with the UIC / UTC.

Non Central City Park-n-Ride Lot Study

- Initiate feasibility engineering for Phase 1 of the program, and finalize Phase 2 of the program.
- Coordinate in the development of a regional and statewide Policy for park-n-ride lot development.
- Coordinate policy maker tour of SE Wisconsin park-n-ride lot program.
- Develop and submit CMAQ applications for design engineering and construction for Phase 1 and Phase 2 feasibility engineering.
- Coordinate with Pace in the proposal for park-n-ride lots in the south sector of the region to mitigate expressway reconstruct effects.

TM&O Strategy Identification and Evaluation

- A number of new and potential transportation management & operations strategies are being evaluated as part of the 2030 RTP and other programs. These and other strategies warrant further evaluation whether considered for plan inclusion or not.
- Potential strategies for possible evaluation fall into the following areas: operations enhancements, value pricing; and financial incentives among others.

Provide staff and technical support to the Air Quality and Transportation Management Task Force.

Products:

TM&O Specific Plan (Draft: 12/05 ; Final: 6/06)
Incident Management Templates (Draft: 7/05 ; Final: 12/05)
PnR, Phase 1 Feasibility Engineering (Draft: 3/06; Final: 6/06)
PnR Policy (Draft: 9/05 ; Final: 3/06)
Simulation Documents for Incident Simulation (Draft: 7/05 ; Final: 8/05)

Future Activities:

Continuation of programs based on TM&O Specific Plan; Completion of Regional Ramp HOV program; Completion of Non Central City Park-n-Ride Lot program; TM&O Strategy Review is ongoing.

Time Period:

FY06 Begin Date: 7/05 FY06 End Date: 6/06

Staff Time:

Person-Months: 17

5328.90

Regional Baseline Data & Inventory

Agency: CATS

Budget: \$210,200 (\$210,200 PL)

Purpose: To continue the development of baseline data and inventories at both the expressway and arterial levels for the system-wide analysis of regional operational strategies, collecting, organizing, managing, and presenting databases. To expand this work element to include evaluation of new initiatives and technologies. This project recognizes the need to represent data in GIS formats; to manage broad interagency coordination; to facilitate and establish of performance standards; and to explore ITS data archiving applications based on data from GCM and other websites, IDOT TSC, ISTHA TIMS and other sources. These activities will aid in assessing the performance of system components, projects, programs and strategies that have an objective to maintain system effectiveness and efficiency at the plan and program level; thus further integrating TSM into the CATS processes.

Previous Efforts: Signal and Signal Interconnect inventories; ITS infrastructure inventory; operations systems inventory; CATS Expressway Atlas, CATS modeling networks, CATS Loop Detector Database Version 1.0 (archived transportation data from GCM website) ; various freight-related inventory; all supporting GIS files and coverages; several Working Papers. Technical memorandum on emerging technologies to monitor real time traffic operations, satellite imaging and GPS tracking

Inputs: Signals and Signal Interconnect inventories; ITS infrastructure inventory; operations systems inventory; CATS Expressway Atlas; CATS modeling networks; FHWA's Freight Analysis Framework (FAF) GIS database; CATS Loop Detector Database Version 1.0 (archived transportation data from GCM website); IDOT TSC and ISTHA TIMS as reported from traffic.com website.

Major Tasks:

- Update and enhance Signal and Signal Interconnect inventories. Monitor TIP for new and programmed projects; and contact respective operating agencies for confirmation, feedback, and updates. Enhance inventories with a focus on the Strategic Regional Arterials (SRA) and National Highway Planning Network (NHPN).
- Expand Baseline Data & Inventories/Database for the expressway system with a primary focus regarding system level observations. Investigate trends for expressway system-level speed and delay trends. Collect electronic loop detector data; and conduct technical analyses to identify trends, patterns and key indicators.
- Research national and international TSM, ITS, GIS developments for regional potential. Monitor developments of MARC OGL program (Kansas City). Investigate new technologies for monitoring traffic operations on arterial roadways.
- Coordinate with implementers, operators, user groups, other state and regional agencies as appropriate; support other ITS related planning initiatives as needed.

Products: Traffic Signal and Interconnect Systems Update Report (Draft: 3/06 ; Final: 6/06)
Expressway System Speed & Delay Trends Report (Draft: 3/06 ; Final: 6/06)
Real Time Arterial Operations Monitoring, State of Practice (Draft: 1/06; Final: 6/06)
Technologies for Arterial Monitoring Report (Draft: 9/06 ; Final: 12/06)

Future Activities: None identified

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Miscellaneous Costs: Travel, printing, documents, monitoring, hardware, etc.:\$1,000

Staff Time: Person-Months: 18

5328.93

Regional Rideshare Services Program

Agency:

CATS

Budget:

\$147,500 (\$147,500 PL)

Purpose:

To operate, enhance and manage CATS' Rideshare Services program. This project provides for staffing and management of the regional rideshare program and its operational systems www.sharethedrive.org and the 1-800-920-RIDE hotline. The budget reflects adopted commitments in the 2030 Regional Transportation Plan to reduce traffic congestion and improve air quality by increasing the region's support of and participation in high occupancy vehicle services through:

- Ridematching for carpool and vanpool development
- Employer outreach for development and implementation of high occupancy vehicle services
- Operation and Maintenance of the RM 21 system at www.sharethedrive.org
- Enhancements to the RM 21 system
- Emergency Ride Home program development and implementation
- Promotional and Public Education Activities, Rideshare
- Education and Implementation Activities, TDM Annex Plan
- Research Activities
- Share the Drive Sign Installation
- Reporting on Activities

Travel demand reduction options to be explored and promoted include ridesharing (carpooling and vanpooling), transit, shuttle bus, subscription bus, telecommuting, emergency ride home programs, alternative work hours and other strategies to reduce single occupancy vehicle (SOV) work travel.

Previous Efforts:

- 1.) Regional Employer Outreach Program, 1998-present, assisting through expertise on alternative travel modes, promotions, grant assistance, and matching program implementation: Abbott Laboratories, American Hotel Register, Associates, ADP, Baxter, BP, Cardinal Health, CCH, CDW Corp., Discover Card, Edward Hospital, GBC, Greater N. Michigan Avenue Association (GNMAA), Trustmark Insurance, Hewitt Associates, IKEA, ISAC, Medline Industries, Motorola, Northwestern University, Schaumburg Business Association, Prairie Stone TMA (Sears), PotashCorp, TMA of Lake Cook, WMS Gaming Inc., Zurich Insurance-- Cumulatively, Rideshare Services has assisted over 450 employers and 60,000 individuals
- 2.) "Share-the-Drive" sign installation program – 1996, 2000, 2001, 2003 – over 600 signs
- 3.) Radio marketing campaign – 1998, 1999, 2000, 2002, 2004
- 4.) Management of Ridematch 21 real-time matching software development, 2001-present
- 5.) SOV Commuter Survey 2002-2003
- 6.) ACT Employer Transportation Benefits Workshop, February 2003 and October 2003
- 7.) Ridematch 21 software available to public on www.sharethderive.org, November 2003
 - In CY 04, the public rideshare database has averaged 6 completed applications per day.
 - The employer rideshare database has averaged 25 completed applications where www.sharethedrive.org was publicized on employer intra-net systems
- 9.) Schaumburg Business Association Transportation Committee Outreach Events, March 2005
- 10.) Emergency Ride Home Pilot Program formation assistance, 2004-2005

- Inputs: Rideshare applications from the 'hotline' and www.sharethedrive.org; Employers, associations, and other employee and client databases and vehicle data; Comparative travel costs and related statistics; TM and TDM materials from other rideshare programs; 1990 and 2000 Census data; 2002-03 SOV Commuter Survey; Focus Group Reports, ERH and Schaumburg commuters.
- Major Tasks:
- Ridematching for Carpool and Vanpool Development - This project supports the operation of the www.sharethedrive.org website that enables individuals and companies to access Rideshare Services' matching and administrative tools (Ridematch Systems 21 project). Also, this project supports the regional Rideshare Hotline (800-920-RIDE). Rideshare Services develops and maintains the regional rideshare database that can be used by all service providers for service development. These tools facilitate formation of carpools and vanpools and development of employee programs and travel demand management responses to major incidents by employers.
 - Employer Outreach - Serve as information resource on non-SOV travel, ride-matching, and training in employee transportation plan development. Promote carpool aspect of rideshare jointly with Pace and its vanpool division, and take a proactive role in developing employer leads. Methods will consist of in-person visits to employer sites, enhanced direct mail and telephone contact, and development and dissemination of electronic materials promoting Rideshare Services. Service existing rideshare clients, including business and community organizations, companies and individuals.
 - Operation, Maintenance & System Development of sharethedrive.org / Rideshare Hotline.
 - Oversee the University of Illinois at Chicago, Artificial Intelligence Laboratory (UIC-AIL) in the maintenance of the regional rideshare website's database, matching, administration, and user feedback subsystems. Staff and operate the Rideshare Hotline. Obtain data necessary for employer program follow-up, coordination of outreach and service provision, and statistical reporting related to user's travel patterns and preferences as gathered by through the website and staff dedicated to Rideshare hotline operation. Provide assistance to individual and administrator users of web site.
 - Enhancements to www.sharethedrive.org (Ridematch Systems 21) - Oversee the operational launch of Employer Vantage, Transportation Planning and Incident Management modules. Oversee visual enhancements of and operational improvements to web site. Obtain input on development of these items from users, employers, and transit providers. Work to be done by UIC-AIL. Oversee design and implementation for three additional modules: construction alert, vehicle routing, and web-based communications.
 - Emergency Ride Home (ERH) Program Development and Implementation - Assist transit providers, employers, and program sponsors in developing funding plan, performing research (e.g. focus groups), and implementing service elements of a regional ERH program.
 - Promotional and Public Education Activities for Share the Drive - Prepare language for and oversee delivery of radio and news media advertising programs. Prepare marketing plans and strategies for development, acquisition and placement of media and advertising. Prepare and distribute printed marketing materials promoting commute options, such as carpooling, telecommuting, transit and variable work hours to commuters and employers. Develop incentives and rewards for users of sharethedrive.org. Participate in the joint Partners for Clean Air program of public education and informational media.
 - Education and Implementation Activities, TDM Annex Plan - Provide guidance and assistance to employers and other stakeholders for implementing travel demand management (TDM) in wake of major incident event, in accordance with Chicago OEMC.

Major Tasks (con't):

- Research Activities - Track and document regional and national experience in effective rideshare and TDM methods. Prepare annual report(s) on rideshare activities/use on national and regional scale. Activities include focus groups of suburban SOV commuters and follow up surveys of “share the drive.org” users to gauge receptivity to and interest in program offerings.
- Sign Program - Maintain production and installation of Share the Drive/800-920-RIDE/ www.sharethedrive.org signs on IDOT and County roads based on replacement and size needs.
- Reporting - Prepare periodic reports for Rideshare Services program on work activities.

Products:

- Ridematching (Draft: 7/05 ; Final: 6/06)
- Employer Outreach (Draft: 7/05 ; Final: 6/06)
- Enhancements to Ridematch 21 (Draft: 7/05 ; Final: 6/06)
- Marketing Program (Draft: 7/05 ; Final: 6/06)
- Research (Draft: 7/05 ; Final: 6/06)
- Sign Program (Draft: 7/05 ; Final: 11/05)
- Reports (Draft: 7/05 ; Final: 6/06)
- Maintenance of Ridematch 21 (Draft: 7/05 ; Final: 6/06)

Future Activities: None identified

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Miscellaneous Costs: Education: \$1,000

Staff Time: Person-Months: 19

5363

Mobility Limited Services

5363.16

Transportation Planning for Seniors and People with Disabilities

Agency: CATS

Budget: \$61,300 (\$45,975 FTA; \$15,325 PL)

Purpose: To track transportation issues and opportunities important seniors and people with disabilities. To staff meetings, prepare materials, do research and attend conferences and meetings. To provide staff oversight for consultant projects.

Previous Efforts: Ongoing tracking of current federal guidance and policies regarding planning for these populations.
Staff has obtained and mapped some 'alternative' data sources--RTA ADA certified people locations, and Secretary of State disabled plates and placards.
Staff has mapped 2000 census information on disability and senior populations.
Staff has received and mapped senior housing centers (lifestyle developments, assisted living)
The task force has developed long range strategies/policy statements regarding future transportation services for these populations, suitable for inclusion in the region's long range transportation plan.

Inputs: Meeting information, census information, information provided by members.

Major Tasks:

- Attend meetings about transportation for seniors and people with disabilities throughout the region.
- Provide staff and technical support to the Task Force for Seniors and People with Disabilities.
- Respond to concerns of Task Force Members.
- Provide staff and technical support to the Community Mobility Task Force.

Products: None identified

Future Activities: None identified

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Staff Time: Person-Months: 4

5382.14Regional PAQB Development and Tracking

Agency:	CATS
Budget:	\$68,300 (\$68,300 PL)
Purpose:	To identify, specify, screen, refine, evaluate potential Projects with Air Quality Benefits (PAQB); report annually to the AQTM and Work Program Committee; and also to provide informational copies of the annual report to the IEPA and USEPA. It is the intent of the MPO to continue to monitor projects within the Transportation Improvement Program (TIP) that have potential emission reduction benefits when completed. This monitoring process will be an ongoing element of CATS annual work program. The process is similar to that previously used to identify TCM projects, with the exception that the final product will be the annual report. The continuation of this process is needed so that the region maintains an ongoing inventory of projects with air quality benefits (PAQB) that may be available for inclusion in a future SIP, for use in conforming future regional plans and TIPs, and to provide documentation of the progress being made in implementing projects that contribute to improved air quality. Enhancements for 2006 PAQB report Expand emission analysis to include NO _x , and to expand project categories where practical.
Previous Efforts:	1992 TCM Committal to the SIP; 1993 TCM Acceptability Analysis by COM; CMAQ emissions estimation methods & demonstration projects methods; 1993 TCM Contribution to the 15% ROP SIP; 1995/96/98/99 TCM Contribution to the 9% Control Strategy SIP; Technical report Air Quality Impacts of Travel Changes; TRB Paper 99-1307; 2004 PAQB Report.
Inputs:	AQTM Task Force; candidate PAQBs developed by the Task Force; Regional TIP; previous experience with screening, assessment, tracking, evaluations, etc.; Mobile source settings (MOBIL6, antecedents and successors); guidance and criteria established by EPA; reduction targets.
Major Tasks:	<ul style="list-style-type: none"> • Project Identification Generate Base Project List – Review the appropriate TIP (currently FY04-09) for projects in the Award Built TIP table marked for construction in the previous year. The process is intended to identify projects with emissions reduction benefits that are not reflected through the CATS regional transportation model. • Project Evaluation – Determine project completion status, as specified in the TIP. Select and apply appropriate modeling techniques to projects to determine initial estimates of emissions reduction benefits. • Coordination & Reporting – Notify project sponsors that their projects have been selected as PAQBs based on emissions reduction benefits. Confirm that these projects have been completed and are intended to be on-going. Finalize listing of projects based on notification process. Report annually to the AQTM and Work Program Committee the results of this inventory process. Provide informational copies of the annual report to the IEPA and USEPA.
Products:	Annual PAQB Report (Draft: 9/05 ; Final: 1/06)
Future Activities:	The PAQB process is expected to be an on-going work item, which will seek to identify air quality benefits for potential use in future State Implementation Plans, conforming future regional plans and/or TIPs.
Time Period:	FY06 Begin Date: 7/05 FY06 End Date: 6/06
Miscellaneous Costs:	Travel, copy, printing, etc.:\$1,000
Staff Time:	Person-Months: 6

CATEGORY 6: SUBREGIONAL AND PROJECT SPECIFIC STUDIES

Purpose: The projects in this program category seek to develop transportation plans and programs for areas smaller than the entire region, and to prepare studies of specific proposed transportation improvements.

Description: While many different types of studies are funded here, they have in common the implementation of RTP and TIP projects and goals/objectives. Two transit studies are being funded in DuPage County to plan service crossing multiple municipalities based on recommendations from the DuPage County Transit Plan, adopted in September 2002. Several projects are focused on the motor freight industry in the region including: analyzing the movements and travel speeds of heavy trucks traveling in the region, and developing an infrastructure plan for the motor freight industry analogous to the CREATE plan developed for the rail industry. Another project seeks to reduce the number of injuries and fatalities to pedestrians in the region.

Program Components:
 Multi-Modal Transportation Studies (CATS)
 Transit Studies (CATS, Chicago, Counties, Pace)
 Freight Planning (CATS)
 Bicycle/Pedestrian Studies (CATS)
 Transit Oriented Development (RTA)

Budget:

SUBREGIONAL AND PROJECT SPECIFIC STUDIES:

	Total	CATS	Chicago	CoM	CTA	Counties	Metra	NIPC	Pace	RTA
FTA	1,181.3	26.3	155			75			325	600
PL	794.4	564.4	155			75				
Total	1,975.7	590.7	310			150			325	600

All figures in thousands of dollars, local match included

6334

Multi-Modal Transportation Studies

6334.19

Highway and Transit Project Assistance

Agency: CATS

Budget: \$303,500 (\$303,500 PL)

Purpose: To provide technical support to small or medium project implementation studies; to support the 2030 RTP by conducting analyses of major facilities; to forecast traffic volumes or ridership estimates and evaluate the influence on existing or other proposed facilities; provide small area forecasts as needed and fill requests for data resulting from air quality conformity analysis model runs.

Previous Efforts: This is a continuing service CATS provides to the region's implementers.

Inputs: Conformity analysis results, conformity analysis inputs, socioeconomic data, traffic counts.

Major Tasks:

- Provide data from the regional model and subarea studies for corridor studies undertaken by sponsoring local agencies and their consultants.
- Provide ongoing technical support to those interested in or evaluating completed projects or monitoring subarea studies.
- Participate on technical advisory committees for feasibility studies undertaken by area implementers.
- Develop scope of CATS' participation in corridor studies requested by implementers.
- Conduct studies of projects included in the 2030 RTP process that need future testing; items to consider include, but are not limited to: operating characteristics, mode choice and socioeconomic files.
- Provide small area traffic forecasts for project requests.
- Coordinate with other agencies in traffic evaluation efforts.
- Provide input or output data from the air quality conformity analysis to requestors as needed.

Products: None identified

Future Activities: None identified

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Staff Time: Person-Months: 26

6335.04Roosevelt Road Connector Route Plan

Agency:

DuPage County

Budget:

\$75,000 (\$37,500 FTA; \$37,500 PL)

Purpose:

This project builds on the recommendations of the DuPage Area Transit Plan, which was adopted by the DuPage County Board and DuPage Mayors and Managers Conference in September 2002. The Transit Plan recommends three layers of transit service to be implemented to improve the transit system in DuPage: a Bus Rapid Transit system linking Naperville to Oak Brook to O'Hare and Schaumburg (known as the 'J-route'); a network of Connector routes on major arterials to provide east-west and north-south cross-County trips; and numerous local Circulator services to provide links between the regional transit system and local destinations. The Transit Plan is available online at www.dupagetransitplan.com.

The Roosevelt Road Connector is one of the Connector routes identified in the Transit Plan, and has been identified as a priority for early implementation. This project will conduct specific route design along this Connector route, which links the Forest Park CTA station, in Cook County, with Charlestowne Mall, in Kane County. This project will develop ridership and cost estimates for this route, and move it toward implementation.

It should be noted that this project is one of four similar Connector route design projects submitted for UWP funding this year. DuPage County has chosen to submit four individual applications, rather than one combined application, to indicate that each of these route design projects can be funded as a stand-alone project.

Previous Efforts:

As stated in section (a) of this application, the Roosevelt Road Connector is included in the DuPage Area Transit Plan. The Transit Plan was completed in September 2002, and was funded through the RTA and IDOT. Shortly after its adoption, the Transit Plan Implementation Team (a group of County, municipal, and township officials) was formed to oversee the implementation of the Transit Plan's recommendations. Detailed design of several Connector routes has been identified by this group as a critical, timely step for in the implementation of the Transit Plan.

The Roosevelt Road Connector is identified as a near-term priority in the Transit Plan, meaning that operations on this route were hoped to begin by 2007. During the summer of 2003, the Transit Plan Implementation Team examined the viability of each of the Connector routes identified in the Transit Plan, looking at travel patterns, employment centers, concentrations of transit-dependent populations, and links to existing transit service, and determined that the Roosevelt Road Connector was an immediate priority for implementation.

This project will build on, and also contribute to, planning and design work being conducted by other agencies. It will coordinate with the RTA's Cook-DuPage Corridor Study, which is examining transportation needs in western Cook and central DuPage counties, and which is specifically examining the feasibility of some of the Transit Plan's recommendations. Also, the project will be closely coordinated with the ongoing Circulator studies in thirteen municipalities, funded through RTAP and managed by the DuPage Council of Mayors. The Connector

Previous Efforts (con't): route design and the ongoing Circulator studies are complementary, as they address different layers of the Transit Plan in similar geographic areas.

In addition, as noted in section (a) of this application, this project is one of four applications submitted for detailed design of Connector routes. Each of the four routes covered in these applications was identified by the Implementation Team as an immediate priority for implementation. If more than one application for Connector route design is funded through the UWP Committee this year, these projects will be closely coordinated.

Also, it should be noted that this route builds on an existing Pace service, Route 747, which runs from the Forest Park CTA station to Lombard (and continues on to the Wheaton Metra station during peak periods). The Roosevelt Road Connector route envisioned in the Transit Plan follows a similar alignment, but extends considerably farther west, and operates at greater frequencies than the existing Route 747 service.

Inputs:

Inputs used for this project will include:

- Data and maps created during development of the DuPage Area Transit Plan.
- Data and maps created during development of the County's 2003 Existing Land Use Plan, and other existing County data on demographics, employment, travel patterns, pedestrian facilities, and other subjects.
- Municipal data on land use, demographics, or other subjects, collected through the DuPage Council of Mayors.
- Census data and CATS 2030 projections of regional travel patterns.
- NIPC socioeconomic estimates and forecasts.
- Pace ridership figures and Metra boarding counts at transfer points.
- Data sharing with the RTA's Cook-DuPage Corridor Study and the DuPage Council's Circulator studies.

Major Tasks:

The Roosevelt Road Connector route design project will:

- Identify current and future transit markets in the area served by the Connector route, by gathering detailed data on demographics, employment, and travel patterns.
- Provide an inventory of land use in the corridor, including identifying existing or potential transit-supportive areas.
- Evaluate transit accessibility, with a detailed review of pedestrian and bicycle facilities, park-and-ride facilities, transit shelters or stations, and other facilities.
- Address transfers, both in terms of operations and capital needs, between the Connector route and Metra, Pace, or locally-operated transit services.
- Finalize the alignment of the Connector, which is currently expected to serve the Forest Park CTA station, Oakbrook Center and the employment areas in Oak Brook, the Wheaton Metra station, the DuPage County complex, the West Chicago Metra station, and Charlestowne Mall, also serving central DuPage County on Roosevelt Road. Also, identify appropriate locations for transit stops along the finalized route.
- Finalize the hours of operation and frequency of service of the Connector, and develop a recommended schedule for operations.
- Develop ridership estimates and operating costs.
- Identify needed capital improvements, including vehicle requirements, improvements to the pedestrian and bicycle system, and new transit stop facilities, among others, and develop capital cost estimates.
- Coordinate the design of the Connector routes with other ongoing planning and design work, as defined in section (c) of this application.
- Conduct an effective public involvement process to assist in designing a service that meets the needs of residents, workers, or visitors in the service area.

Products: Roosevelt Road Connector Route Plan (Draft: 4/06 ; Final: 6/06)

Future Activities: The Roosevelt Road Connector route design project will lead directly to the implementation of the Roosevelt Road Connector route. An application for CMAQ funds to begin operations on this route was submitted in January 2005.

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Consultant Fees: Consultant Pass Through: \$75,000

Staff Time: Person-Months: 0

6335.05 Schaumburg-Downers Grove Connector Route Plan

Agency: DuPage County

Budget: \$75,000 (\$37,500 FTA; \$37,500 PL)

Purpose: This project builds on the recommendations of the DuPage Area Transit Plan, which was adopted by the DuPage County Board and DuPage Mayors and Managers Conference in September 2002. The Transit Plan recommends three layers of transit service to be implemented to improve the transit system in DuPage: a Bus Rapid Transit system linking Naperville to Oak Brook to O’Hare and Schaumburg (known as the 'J-route'); a network of Connector routes on major arterials to provide east-west and north-south cross-County trips; and numerous local Circulator services to provide links between the regional transit system and local destinations. The Transit Plan is available online at www.dupagetransitplan.com.

The Schaumburg-Downers Grove Connector is one of the Connector routes identified in the Transit Plan, and has been identified as a priority for early implementation. This project will conduct specific route design along this Connector route, which links Woodfield Mall in Schaumburg to the Downers Grove Main Street Metra station (and eventually extending to 75th Street in Downers Grove), running north-south through central DuPage County. This project will develop ridership and cost estimates for this route, and move it toward implementation.

It should be noted that this project is one of four similar Connector route design projects submitted for UWP funding this year. DuPage County has chosen to submit four individual applications, rather than one combined application, to indicate that each of these route design projects can be funded as a stand-alone project.

Previous Efforts: As stated in section (a) of this application, the Schaumburg-Downers Grove Connector is included in the DuPage Area Transit Plan. The Transit Plan was completed in September 2002, and was funded through the RTA and IDOT. Shortly after its adoption, the Transit Plan Implementation Team (a group of County, municipal, and township officials) was formed to oversee the implementation of the Transit Plan’s recommendations. Detailed design of several Connector routes has been identified by this group as a critical, timely step for in the implementation of the Transit Plan.

The Schaumburg-Downers Grove Connector is identified as a near-term priority in the Transit Plan, meaning that operations on this route were hoped to begin by 2007. During the summer of 2003, the Transit Plan Implementation Team examined the viability of each of the Connector routes identified in the Transit Plan, looking at travel patterns, employment centers, concentrations of transit-

Previous Efforts (con't):	<p>dependent populations, and links to existing transit service, and determined that the Schaumburg-Downers Grove Connector was an immediate priority for implementation.</p> <p>This project will build on, and also contribute to, planning and design work being conducted by other agencies. It will coordinate with the RTA's Cook-DuPage Corridor Study, which is examining transportation needs in western Cook and central DuPage counties, and which is specifically examining the feasibility of some of the Transit Plan's recommendations. Also, the project will be closely coordinated with the ongoing Circulator studies in thirteen municipalities, funded through RTAP and managed by the DuPage Council of Mayors. The Connector route design and the ongoing Circulator studies are complementary, as they address different layers of the Transit Plan in similar geographic areas.</p> <p>In addition, as noted in section (a) of this application, this project is one of four applications submitted for detailed design of Connector routes. Each of the four routes covered in these applications was identified by the Implementation Team as an immediate priority for implementation. If more than one application for Connector route design is funded through the UWP Committee this year, these projects will be closely coordinated.</p>
Inputs:	<p>Inputs used for this project will include:</p> <ul style="list-style-type: none"> • Data and maps created during development of the DuPage Area Transit Plan. • Data and maps created during development of the County's 2003 Existing Land Use Plan, and other existing County data on demographics, employment, travel patterns, pedestrian facilities, and other subjects. • Municipal data on land use, demographics, or other subjects, collected through the DuPage Council of Mayors. • Census data and CATS 2030 projections of regional travel patterns. • NIPC socioeconomic estimates and forecasts. • Pace ridership figures and Metra boarding counts at transfer points. • Data sharing with the RTA's Cook-DuPage Corridor Study and the DuPage Council's Circulator studies.
Major Tasks:	<p>The Schaumburg-Downers Grove Connector route design project will:</p> <ul style="list-style-type: none"> • Identify current and future transit markets in the area served by the Connector route, by gathering detailed data on demographics, employment, and travel patterns. • Provide an inventory of land use in the corridor, including identifying existing or potential transit-supportive areas. • Evaluate transit accessibility, with a detailed review of pedestrian and bicycle facilities, park-and-ride facilities, transit shelters or stations, and other facilities. • Address transfers, both in terms of operations and capital needs, between the Connector route and Metra, Pace, or locally-operated transit services. • Finalize the alignment of the Connector, which is currently expected to serve Woodfield Mall, Alexian Brothers Medical Center, the Itasca Metra station, the Lombard Metra station, Good Samaritan Hospital, the Downers Grove Main Street Metra station, and the proposed 75th Street Connector route at 75th Street and Lemont Road, among other locations. Also, identify appropriate locations for transit stops along the finalized route. • Finalize the hours of operation and frequency of service of the Connector, and develop a recommended schedule for operations. • Develop ridership estimates and operating costs. • Identify needed capital improvements, including vehicle requirements, improvements to the pedestrian and bicycle system, and new transit stop facilities, among others, and develop capital cost estimates. • Coordinate the design of the Connector routes with other ongoing planning and design work, as defined in section (c) of this application. • Conduct an effective public involvement process to assist in designing a service that meets the needs of residents, workers, or visitors in the service area.

Products: Schaumburg-Downers Grove Connector Route Plan (Draft: 4/06; Final: 6/06)

Future Activities: The Schaumburg-Downers Grove Connector route design project will lead directly to the implementation of the Schaumburg-Downers Grove Connector route. An application for CMAQ funds to begin operations on this route was submitted in January 2005.

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Consultant Fees: Consultant Pass Through: \$75,000

Staff Time: Person-Months: 0

6335.21

Customer Satisfaction Index Survey

Agency: Pace

Budget: \$175,000 (\$175,000 FTA)

Purpose: Results from Pace’s CSI will help in the development of new services and will be a key component in the restructuring initiatives Pace has planned. The purpose of the program is to objectively and consistently evaluate services from the customer’s point of view, increase customer satisfaction, farebox recovery ratio and ridership on Pace services: Fixed Route (including municipal, subscription, and local service), Vanpool, and for the first time, an evaluation of Pace's Paratransit operations. Pace is currently working on the service element study which is part of the South Cook/SW Cook/Will initiative which will be incorporated into the new CSI survey instrument. The study will then give Pace a greater understanding of service attributes that are important to our customers, which can then be incorporated into future restructuring plans. Staff will also provide information to management on customers' perception of service and support management efforts to implement improvement opportunities. It provides a tool to measure the effectiveness of existing service with attention focused on the concerns of customers.

Previous Efforts Importance Survey: Importance survey was a part of the building the CSI fixed route matrix process that was done in 1995. The CSI matrix needs periodic reevaluation to capture changing customers’ needs and perceptions. By mid-year of 2005 Pace will have completed this re-evaluation of it's service attribute for inclusion in the new CSI survey instrument.

Fixed Route: Pace efforts to initiate a CSI program began in the fall of 1995 when the program was adopted by management and viewed as a means of providing feedback to those charged with making improvements thus enabling them to take actions in order to increase ridership. They include: administration of on-board continuous surveys with analysis and report 3 times per year; development of supplemental reports; changing a continuous random sample survey to a population type annual survey followed by an in-depth survey of routes that have the biggest negative impact on satisfaction; development of a new version of the annual fixed route questionnaire; employee surveys, internet survey, updating of schedule data, enhancements to Excel macros for updating schedules and random sample picks; report on operational effectiveness of CSI; incorporation of GIS maps to spatially view areas of concern, follow-up customer satisfaction survey and comments from CSI Phone Hotline.

Previous Efforts (con't):	<p>Vanpool: The Pace Vanpool Incentive Program (VIP) was established in 1991 and contributes to the overall transportation system offered by Pace. It was developed as a means of addressing the need for more flexible commuting options in areas where traditional public transportation is not available. Because its success is dependent on continually meeting customer needs and expectations, procedures implemented focus on continually striving to increase customer satisfaction. The previous efforts include: laying the groundwork for a VIP CSI consisting of employee-facilitated sessions on identifying customers, services and products and moments of truth; conducting customer and employee focus group sessions; importance survey; and development of sampling and methodology for a customer satisfaction survey.</p>
Inputs:	<p>Fixed Route: Continued administration of on-board surveys; enhancements of reporting process to provide management with details on specific areas targeted for improvement; monitoring activity for operational efficiencies; collection and reporting survey results on the Internet; promotional pieces to report results to customers; customer and field incentives.</p> <p>Vanpool: Third-year implementation of a viable Vanpool CSI program that supports customer needs through the measurement of service elements critical to continued use of service, a survey methodology that is supported by management, and a sufficient sample size to report results with statistical confidence.</p>
Major Tasks:	<p>Fixed Route:</p> <ul style="list-style-type: none"> • Population type on-board annual satisfaction survey for fixed route buses with report and analysis identifying routes perceived as deficient in areas critical to customer continued use of service and elements that have the greatest negative impact on overall satisfaction. • Follow-up customer satisfaction survey to provide more detailed information on the routes needing improvements; customer satisfaction survey on the Internet. • Customer communication and feedback - survey results will be reported to customers and customers will be informed of Pace intention to satisfy customer transit needs and what was implemented to improve their riding experience based on the results of the survey. <p>Vanpool:</p> <ul style="list-style-type: none"> • Mail back annual satisfaction survey with analysis and report to identify the service elements needing improvement and provide Pace management with the information to make improvements in areas critical to continued ridership. • Customer communication and feedback on findings and improvements that were implemented as a result of survey. <p>Paratransit:</p> <ul style="list-style-type: none"> • Evaluation of service elements to be measured. Development, implementation and analysis of survey instrument. All information will be shared with Pace management, as well as Paratransit contractors/providers within the Pace service area.
Products:	<p>Updating schedule files (Draft: 1/05 ; Final: 3/06) RFP for Consultant (Draft: 3/05 ; Final: 4/05) Consultant begins (Draft: 7/05 ; Final:6/06) Implementation (Draft: 5/05 ; Final:8/05) Municipal, Subscription, Shuttle Reports (Draft: 1/06; Final: 2/06) Vanpool Survey Administration (Draft: 3/06; Final: 4/06) Vanpool Reports (Draft: 3/06; Final: 5/06) Fixed Routes Survey Administration (Draft: 4/06; Final: 5/06) Fixed Route Reports (Draft: 5/06; Final: 6/06)</p>

Products (con't): Paratransit Survey Development (Draft: 8/05; Final: 11/05)
 Paratransit Survey Administration (Draft: 1/06; Final: 2/06)
 Paratransit Reports (Draft: 2/06; Final: 4/06)
 Communication Pieces (Draft: 7/05; Final: 9/05)
 Website Design (Draft: 7/05; Final: 1/06)
 Marketing Materials (Draft: 10/05; Final: 2/06)
 Study of Impact (Draft: 1/06; Final: 5/07)

Future Activities: Fixed Route: Identify areas of concern, conduct a follow-up survey, determine the need for an environmental study based on survey results, support improvement opportunities with additional required studies, communicate the results and improvements made to customers.

Vanpool: Conduct studies based on mail-back survey results. Determine ways to increase revenue and ridership, support improvement opportunities with additional required studies.

Paratransit: Fixed Route: Identify areas of concern, evaluate service elements measured, conduct a follow-up survey, determine the need for an environmental study based on survey results, support improvement opportunities with additional required studies, communicate the results and improvements made to customers.

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Miscellaneous Costs: Printing fixed route, vanpool and Paratransit surveys, communication pieces, printing Reports, three focus group sessions, and driver incentives: \$30,000

Consultant Fees: Consultant Pass Through: \$120,000

Staff Time: Person-Months: 8

6335.35

Bus Rapid Transit Network Development

Agency: Pace

Budget: \$150,000 (\$150,000 FTA)

Purpose: To develop a Bus Rapid Transit (BRT) network comprised of both arterial and expressway components, incorporating land use, station design, transit oriented development, community involvement, community system planning with outreach assistance from the Northeastern Illinois Planning Commission.

One component of the BRT evaluation will examine the extent to which transit supportive land use policies can be instituted along with changes in transit service. These policies include those which make the pedestrian environment friendlier, and which encourage a range of mixed uses adjacent to transit. They may also permit more intense development near high capacity transit stops. The evaluation should develop BRT concepts for suburban development including land use, activity centers, employment, residential densities, pedestrian access, use of multi-modal facilities, and local distribution systems. Land use policies may have ancillary benefits (permitting more low cost housing or improving the quality of the walking experience). However, the primary transit benefit is their effect on current and future levels of transit ridership.

Purpose (con't):	<p>The FTA in their BRT Guidelines suggest the following areas be examined:</p> <ul style="list-style-type: none"> • The degree to which bus speeds and schedule adherence improve. • The degree to which ridership increases due to improved bus speeds, schedule adherence and convenience. • The effect on other traffic. • The effect of each of the components of BRT on bus speed and other traffic. • The benefits of ITS/APTS applications to the demonstration. • The effect of BRT on land use and development. <p>This study will examine the land use tie in to transit as well as the features that make BRT successful including: bus lanes on arterials, expressway right of way, stop location design and spacing, traffic signal priority, improved vehicle design, improved fare collection, improved passenger information, improved transit marketing, and transit supportive land use policies</p>								
Previous Efforts:	<p>Pace Cermak Road Bus Rapid Transit Initiative TIP Development Pace restructuring initiatives RTAP Station area planning (TOD) NIPC Common Ground CATS Shared Path 2030</p>								
Inputs:	<p>Characteristics of BRT - FTA report Evaluation Guidelines for BRT Demo Projects - FTA BRT Implementation Guidelines - TCRP #90 Vol.2 Pace Cermak Road Bus Rapid Transit Initiative</p>								
Major Tasks:	<ul style="list-style-type: none"> • Develop a BRT corridor sketch planning tool in cooperation with NIPC for incorporating land use and development patterns including Transit Oriented Development opportunities around BRT stations. • Include a community partnership component within the BRT corridor. • Include a station design component. • An analysis of connecting service and generators necessary for a successful BRT corridor. • A final report of BRT development guidelines and recommendations 								
Products:	<p>Land Use coordination and sketch planning tool (Draft: 1/06; Final: 3/06) Community partnerships (Draft: 1/06; Final: 12/06) Ridership generators (Draft: 6/06; Final: 7/06) Design Network (Draft: 7/06; Final: 11/06) BRT Design Guidelines (Draft: 11/06; Final: 12/06) Design Concepts (Draft: 4/06; Final:6/06)</p>								
Future Activities:	<p>The development of a BRT network of services.</p>								
Time Period:	<table border="0"> <tr> <td>FY06 Begin Date:</td> <td>7/05</td> <td>FY06 End Date:</td> <td>6/06</td> </tr> <tr> <td>Multi-Year Begin Date:</td> <td>1/06</td> <td>Multi-Year End:</td> <td>12/06</td> </tr> </table>	FY06 Begin Date:	7/05	FY06 End Date:	6/06	Multi-Year Begin Date:	1/06	Multi-Year End:	12/06
FY06 Begin Date:	7/05	FY06 End Date:	6/06						
Multi-Year Begin Date:	1/06	Multi-Year End:	12/06						
Consultant Fees:	<p>Consultant Pass Through: \$130,000</p>								
Staff Time:	<p>Person-Months: 6</p>								

6335.46

O'Hare/Midway Express Guideway and Terminal Plans

Agency:	Chicago
Budget:	\$310,000 (\$155,000 FTA; \$155,000 PL)
Purpose:	Coordinate the O'Hare/Midway Rail Express Service with cooperating agencies, prepare plans required to protect the right-of-way, identify operational constraints, and determine impacts on other infrastructure and development.

Previous Efforts: Study of airport rail alternatives, plans for Block 37 terminal, ridership report and analysis of baggage operations, preliminary concepts for bypass tracks, preliminary plans for Kennedy Expressway bypass tracks, plans for new transit station at Midway Airport and modifications to existing terminal at O'Hare Airport.

Inputs: IDOT Kennedy Expressway bridge and roadway plans, railroad plans including changes under CREATE, O'Hare Modernization Program, databases of city parcels and land uses.

Major Tasks:

- Downtown Airline Terminal Coordination: Coordinate the transportation aspects of Block 37 with the developer of the retail, office, residential and hotel spaces. Review and comment on Block 37 plans to ensure consistency with overall O'Hare/Midway Express objectives.

Major Tasks (con't):

- Coordination with Airport Agencies: Prepare plans for key components of the Express at O'Hare and Midway Airports. Determine feasibility and estimate cost of extending the Express under the airfield to a western O'Hare Airport terminal, and prepare conceptual plans. Coordinate with plans for the internal Airport Transit System (ATS) and other aspects of the O'Hare Modernization Program. Prepare plan for baggage distribution from the Express to each of the O'Hare passenger terminals. Identify security issues related to passengers and baggage and potential package express and develop alternatives for addressing these issues.
- Right-of-Way Plans and Preservation: Prepare a detail summary of the parcels affected by a bypass track along the 'L' structure parallel to Milwaukee Avenue through the Near Northwest Side. Pursue agreements with railroads to coordinate the use of rail right-of-way along the CTA Orange Line between 43rd and 47th Street. Identify and resolve constraints to operations.
- Kennedy Expressway Passing Tracks: Revise plans for bypass tracks along the Kennedy Expressway and coordinate with plans for reconstructed roadway bridges over the Kennedy Expressway. Prepare concept designs for bridges incorporating changes necessary to ensure that future placement of median tracks is not precluded. Estimate effectiveness of express rail operations over this segment including impacts on local CTA trains.

Products: Plans and technical memoranda (Draft: 4/06; Final: 6/06)

Future Activities: None identified

Time Period: FY06 Begin Date: 9/05 FY06 End Date: 6/06

Consultant Fees: Consultant Pass Through: \$280,000

Staff Time: Person-Months: 6

6335.68

Transit New Starts Technical Assistance

Agency: CATS

Budget: \$26,300 (\$26,300 FTA)

Purpose: Prepare project specific transit demand forecasts in support of transit agency sponsored alternatives analyses and FTA New Starts application process.

Previous Efforts: Pre-2003 applications of CATS travel demand models in support of FTA New Starts applications.

Inputs: CATS travel demand data; Chicago Transit Mode Choice model; FTA New Starts criteria; Transit service provider system use data.

Major Tasks: Continue developing, refining and applying the new Chicago Transit Mode Choice model. This model is currently being developed to support the specifications of the FTA's New Start Application process.

Products: Chicago Transit Mode Choice Model procedures (Draft: 6/06; Final: 6/06)
Travel forecasts in support of Transit Project Alternatives Analyses and New Starts
(Draft: 6/06; Final: 6/06)

Future Activities: None identified

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Staff Time: Person-Months: 2

6336

Freight Planning

6336.04

C4T Initiative

Agency: CATS

Budget: \$62,600 (\$62,600 PL)

Purpose: To construct a process and a product for the trucking industry that emulates the CREATE program.

Previous Efforts: Contributions (by CATS and the IATF) to the evolution of the CREATE project; basic research into freight industry behavior and performance in the region.

Inputs: 10 working papers plus a multitude of papers, presentations, etc.; plus the broad outreach impact (in this context, C4T is considered the equivalent of the '3rd Largest Port' soundbite that altered the course of freight dialog in the country)

Major Tasks:

- Establish industry panel.
- Establish liaison to providers.
- Broker and manage the process to achieve truckers' version of CREATE.

Products: a C4T program (list of projects) (Draft: 12/05 Final: 3/06)
supporting documentation to C4T (Draft: 12/05; Final: 3/06)

Future Activities: None identified

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 3/06

Staff Time: Person-Months: 4

6336.05

Motor Freight Velocity Project

Agency: CATS

Budget: \$31,300 (\$31,300 PL)

Purpose: To create the database and construct the representations of motor freight velocity through the region (in collaboration with ATRI, the American Trucking Research Institute).

Previous Efforts: Working papers, presentations, etc.; collaboration with ATRI (previously the ATAF) on the ESCM (the electronic supply chain manifest) project

Inputs: The ATRI (linear) velocity project to date (e.g. the Washington state - California project)

Major Tasks:

- Assist/collaborate with ATRI on procedural steps - to identify and recruit companies to participate.
- Obtain records and scrub data.
- Assemble and propagate results/conclusions.

Products: Velocity atlas (Draft: 3/06; Final: 6/06)

Future Activities: None identified

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Staff Time: Person-Months: 2

6336.06

Freight Media Project

Agency: CATS

Budget: \$16,700 (\$16,700 PL)

Purpose: To create a definitive and scientific knowledge pool and from it make a freight media package to explain the freight industry to the body politic

Previous Efforts: 2 public information brochures (1997; 2003); 10 working papers; multitude of papers, presentations, letters and emails

Inputs: as above, plus 'borrowed' examples such as 'The Value of Freight to (the) New Jersey (economy)', etc.

Major Tasks:

- Describe, quantify and organize material on each sector of freight industry.
- Publicize material.

Products: Broad measures of activity and performance (Draft: 9/05; Final: 6/06)
Further quantification of activity (Draft: 12/05; Final: 6/06)
Preparation of media materials - written, video, learning aids, etc.
(Draft: 3/06; Final: 6/06)

Future Activities: None identified

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Miscellaneous Costs: Materials purchases: \$1,000

Staff Time: Person-Months: 1

6337.06Regional Pedestrian Safety Initiative

Agency:	CATS								
Budget:	\$150,300 (\$150,300 PL)								
Purpose:	The purpose of this project is to reduce pedestrian injuries and fatalities in northeastern Illinois through education, enforcement, and engineering. Background regarding purpose: In 2000, there were 132 pedestrian fatality crashes and 5,657 pedestrian injury crashes. Most of the injuries and fatalities were in Cook County, where most of the pedestrian activity in the region takes place. 27.2% of the total injury and fatality crash victims were between 5 and 14 years old, though they are only 15.2% of the population. Therefore, the initiative will concentrate resources on Cook County, particularly Chicago, and youth travel to reduce the existing toll of injuries and fatalities for the transportation system. However, since pedestrian travel is more dangerous on a per-trip basis in collar-county areas, we will also provide services and improve institutions to improve collar county pedestrian safety and thus promote pedestrian travel where safety fears may now preclude it.								
Previous Efforts:	Soles and Spokes: Pedestrian and Bicycle Plan for Chicago Area Transportation.								
Inputs:	(1) Data collected for Soles and Spokes Plan; (2) FHWA's Pedestrian Safety Campaign Planner, Step to Safety with ASIMO, and other safety campaigns; (3) Other federal assistance; (4) existing phase-I preliminary engineering process; (5) Crash, injury, fatality, and hospitalization data from IDOT, NHTSA, and IDPH; (6) information from solicitation regarding political support, community support, available staff, and financial resources regarding focused pedestrian safety campaigns.								
Major Tasks:	<ul style="list-style-type: none"> • Develop and institute pedestrian safety review procedures to be included in Phase-I preliminary engineering process for federal, state, and local projects. • Implement concentrated pedestrian safety enforcement, education, and engineering efforts in selected communities with (a) political support; (b) access to professional resources; (c) funds available for spot safety improvements; and (d) a documented history of pedestrian injuries and deaths in the affected area. • Promote and make available pre-packaged pedestrian safety programs regionwide. Examples of these materials include FHWA's Pedestrian Safety Campaign Planner with ready-to-go creative materials prepared for communities. • Hire a consultant to perform this work. 								
Products:	<p>Pedestrian safety review process for PE-1 projects; completion of review for a sample of projects. (Draft: 12/06; Final: 6/07)</p> <p>Community and Corridor Pedestrian Safety Campaigns (Concentration Areas) (Draft: 12/06; Final: 6/07)</p> <p>Regional Pedestrian Safety Campaign (Draft: 6/06; Final: 12/06)</p>								
Future Activities:	Full implementation of pedestrian safety review procedures during preliminary engineering.								
Time Period:	<table> <tr> <td>FY06 Begin Date:</td> <td>7/05</td> <td>FY06 End Date:</td> <td>6/06</td> </tr> <tr> <td>Multi-Year Begin Date:</td> <td>7/05</td> <td>Multi-Year End:</td> <td>6/07</td> </tr> </table>	FY06 Begin Date:	7/05	FY06 End Date:	6/06	Multi-Year Begin Date:	7/05	Multi-Year End:	6/07
FY06 Begin Date:	7/05	FY06 End Date:	6/06						
Multi-Year Begin Date:	7/05	Multi-Year End:	6/07						
Consultant Fees:	Consultant Pass Through: \$125,000								
Staff Time:	Person-Months: 2								

6607.01RTAP 2005 Station Area Planning - Transit Oriented Development Studies

Agency:	RTA
Budget:	\$600,000 (\$600,000 FTA)
Purpose:	The purpose of this project is to provide communities with the resources to apply transit supportive planning practices. These funds will enable a number of communities to develop station area plans that encourage transit supportive development, mixed land use, concentrated development, and pedestrian friendly environments. Typical station area planning studies are estimated at \$100,000 per study.
Previous Efforts:	The following Station Area Plans has been produced: New Lenox Transit Oriented Development Study, Mundelein Station Area Plan, Winthrop Harbor Station Area Plan, Lemont Station Area Planning Study, Richton Park Station Area Planning Study, Wheeling Station Area Planning Study, Woodstock Transit-Oriented Development Study, Maywood Transit-Oriented Development Study, Fox River Grove Downtown Redevelopment Plan, Morton Grove Commuter Station Location Analysis, University Park TOD Study, Robbins Metra Station TOD Planning Study, Hazel Crest 170th Street Station TOD Planning Study, Riverdale 138th Street Planning Study, Evanston Transportation Center Planning Study, Waukegan Intermodal Transit Facility Study, Westmont TOD Opportunity Study, Orland Park TOD Planning Study, and Olympia Fields Town Center Development Plan. Additionally, Transit Oriented Development Designs have been prepared for: Tinley Park, Blue Island, and Elmhurst.
Previous Efforts (con't):	Other publications include: Fostering Transit-Oriented Development in Northeastern Illinois (RTA, 1996); A Transit Review Checklist: For Public Agencies, Municipalities, and Developers (RTA, 1996); Developing Choices for the Future: 'The What, Why and How of Transit-Oriented Development' (RTA, 1995); and Non-Motorized Access to Transit Study, (RTA, 1996).
Inputs:	Strategic Plan for Land Resource Management, 2030 Regional Transportation Plan, 2000 Census data, Regional Transportation Asset Management (RTAMS) data, basemaps
Major Tasks:	Specific tasks will depend on the type and location of the development proposal. Local station area planning projects may include the following tasks: <ul style="list-style-type: none"> • Data collection. • Public involvement. • Identification of local transit oriented development opportunities. • Conceptual plan development.
Products:	Station Area Plans that support transit - oriented development and design (Draft: 1/07; Final: 4/07)
Future Activities:	Architectural and engineering design for TOD, capital projects that support, build and implement TOD concepts.
Time Period:	FY06 Begin Date: 7/05 FY06 End Date: 6/06 Multi-Year Begin Date: 7/05 Multi-Year End: 4/07
Consultant Fees:	Consultant Pass Through: \$600,000
Staff Time:	Person-Months: 0

CATEGORY 7: PROGRAM MANAGEMENT AND OTHER REGIONAL PROGRAMS

Purpose: The projects in this program category provide management support for regional planning programs and other regional activities not logically part of any other category.

Description: One ongoing program will be supported in FY06. CATS staff will continue to provide support to the UWP Committee in developing the annual work program for northeastern Illinois.

Program Components: UWP Development and Monitoring (CATS)

Budget:

PROGRAM MANAGEMENT AND OTHER REGIONAL PROGRAMS:

	Total	CATS	Chicago	CoM	CTA	Counties	Metra	NIPC	Pace	RTA
PL	120.4	120.4								
Total	120.4	120.4								

All figures in thousands of dollars, local match included

7001

UWP Development and Monitoring

7001.01

UWP Development and Monitoring

Agency: CATS

Budget: \$120,400 (\$120,400 PL)

Purpose: To prepare the FY 07 UWP for Northeastern Illinois and to monitor and maintain budget files for the FY 06 UWP under the direction of the UWP Committee.

Previous Efforts: Prior UWP development and monitoring; restructuring of UWP and UWP Committee in FY 01; planning emphasis areas identified for the FY 06 program.

Inputs: Priorities and funding marks from funding agencies; project proposals; MPO agreement; transportation planning guidelines; FY 04 and 05 UWPs; federal regulations: 23 CFR Part 450.

Major Tasks:

- Prepare the FY 07 UWP document in cooperation with other agencies and under the guidance of the UWP Committee.
- Print final UWP documents.
- Process budget revisions and maintain UWP budget files.
- Prepare year-end FY 05 completion report.
- Provide staff and technical support to the Unified Work Program Committee and assist other UWP participants.
- Insure implementation of planning regulations and prepare certification resolution.
- This project does not cover the internal costs of developing project proposals or monitoring progress and expenditures. Such work will be charged to an overhead number.

Products: FY 2005 Completion Report (Draft: 11/05; Final: 12/05)
FY 2007 UWP (Draft: 4/06; Final: 6/06)

Future Activities: Subsequent Fiscal UWP's

Time Period: FY06 Begin Date: 7/05 FY06 End Date: 6/06

Staff Time: Person-Months: 11

UWP FY 2006, APPENDICES

- A** SOURCES OF LOCAL MATCH
- B** OVERHEAD COSTS
- C** CIVIL RIGHTS AND ENVIRONMENTAL JUSTICE REQUIREMENTS
- D** STAFF REQUIREMENT SUMMARY TABLE
- E** COST ALLOCATION PLANS
- F** OBJECT CLASS BUDGETS
- G** AUDIT REQUIREMENTS
- H** PROJECT REVIEW COMMENTS
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- J** NON-UWP FUNDED PLANNING PROJECTS
- K** UWP EVALUATION AND DEVELOPMENT PROCESS

APPENDIX A
SOURCES OF LOCAL MATCH

The agencies participating in the UWP must provide a local match for PL, HPR and FTA funds equal to a specific percentage of the federal money. All federal funds are granted on an 80 percent federal-20 percent local basis. Each participating agency is responsible for providing the local match. IDOT has offered to provide soft match for up to one-half of the match required for PL and FTA funds; NIPC will use this source of matching funds. The sources of the local match for the participating agencies are as follows:

CATS

The local match is provided by the Illinois Department of Transportation and contributions by other Policy Committee sponsoring agencies. Initially the Illinois DOT covers the needed match and is later partially reimbursed by contributions from other sponsors, which are billed \$136,250 annually*.

CTA, RTA, Metra, and Pace

The match is provided by local corporate funds.

City of Chicago

The match is provided by corporate funds.

NIPC

The match is provided by local contributions to NIPC, except that one-half of the PL match is provided by IDOT in the form of guidance and technical assistance.

Councils of Mayors and Counties:

All recipients provide the match either through provision of office space and other overhead services (e.g., utilities; secretarial, receptionist and janitorial services; telephones; and equipment), or through direct cash contributions.

* Agencies participating in direct cash contributions include:

Member Agency	Contribution
Chicago	\$40,000
Cook County	\$40,000
CTA	\$10,000
DuPage County	\$10,000
ISTHA	\$10,000
U.P. Railroad	\$10,000
Lake County	\$6,250
Will County	\$5,000
Kane County	\$4,500
McHenry County	\$500

APPENDIX B
OVERHEAD COSTS

Based on the information submitted by each agency, excluding the regional councils of mayors, the following table summarizes overhead cost rates and anticipated FY06 overhead costs. Anticipated direct non-labor costs identified in the UWP are subtracted from the total budget to calculate the force account budget, which is then broken down into direct labor and overhead costs using the overhead rates shown in the "Rate" column. Overhead rates include administrative costs, such as space rent, administrative salaries, leave time, annual agency audits, etc. All budget figures in the UWP contain overhead costs.

<u>Agency</u>	<u>Overhead Rate</u>	<u>Total Budget</u>	<u>Direct Non-Labor</u>	<u>Force Account</u>	<u>Direct Labor</u>	<u>Overhead Cost</u>
CATS	1.41097	5,965,000	673,500	5,291,500	2,194,760	3,096,740
CTA	0.3870	850,000	175,000	675,000	486,662	188,338
Chicago	0.4214	1,290,000	954,500	335,500	236,035	99,465
NIPC	1.0818	2,671,000	549,450	2,121,550	1,019,094	1,102,456
RTA	N/A	600,000	600,000	0	0	0
DuPage Co.	N/A	150,000	150,000	0	0	0
Metra	0.8230	525,000	425,000	100,000	54,855	45,145
Pace	0.5644	525,000	455,000	70,000	44,746	25,254

CATS

The CATS overhead rate includes both fringe benefits and indirect expenses.

Chicago and Service Boards

CTA, Chicago, Metra and Pace overhead rates include only the fringe costs. Indirect expenses are not applied to UWP projects for these agencies.

NIPC

The NIPC overhead rate includes only the indirect expenses. NIPC's fringe costs are treated as a direct project cost at the suggestion of USEPA.

See following pages for details on how agencies adjust their overhead rate after the end of the fiscal year to reflect actual expenditures.

NOTES ON: OVERHEAD RATE AND COST ESTIMATION

CHICAGO AREA TRANSPORTATION STUDY

CATS' method of overhead rate calculation was approved by IDOT and FHWA in 1978. The rate is changed annually, after the previous fiscal year's costs have been calculated, and is approved by IDOT. The total FY 05 overhead rate of 1.41 consists of an indirect cost factor of 0.67456 and a fringe factor of 0.73641. All direct labor charges are multiplied by these rates to calculate indirect and fringe costs. Monthly billings for PL and FTA funds are made by IDOT. Included in the fringe rate are leave salaries, group insurance, state's retirement contribution, and state's Social Security contribution.

Project staffing costs are estimated by multiplying the salaries of the employees expected to work on a task by 2.41 to reflect the overhead rate.

CHICAGO DEPARTMENT OF TRANSPORTATION

Cost Estimation

Studies and planning activities are broken down into tasks and the estimated level of effort is made for each task in terms of person-hours and person-months by personnel class. The total direct labor required is estimated, and the prevailing audited overhead rate which includes fringe benefits is applied by multiplying the direct labor by the IDOT approved provisional rate with an ultimate adjustment subsequent to the final audit. Other budget items (such as supplies, travel, and computer time) are estimated and figured into the total budget.

Charges

Following grant contract approval, CDOT assigns an internal project number; the City Comptroller's Office assigns a fund and activity number, both of which comprise the account number. CDOT does not have any personnel on a special payroll supported by federal transportation planning funds. Rather, project charges are encumbered on the department's corporate funds which are reimbursed by the project fund account through an inter-fund voucher mechanism. Direct labor charges are documented on each employee's semi-monthly timesheet that indicates the number of hours charged to a project for each day during the semi-monthly payroll period. Total labor charges are derived by multiplying these direct labor charges by the approved provisional overhead rate.

Billing

Billings are prepared by CDOT's Accounting Section and processed through the Comptroller's Office, which is the financial control center of the city of Chicago.

In CDOT's current practice, the eligible non-reimbursable share of costs incurred under this program is considered the local match and is charged against the City's corporate funds.

Indirect Costs

The current average CDOT fringe rate is 42.14 percent. Following the end of the fiscal year, charges are adjusted based on actual fringe costs as audited by the Illinois Department of Transportation.

APPENDIX C

CIVIL RIGHTS AND ENVIRONMENTAL JUSTICE REQUIREMENTS

The Federal Highway Administration and the Federal Transit Administration, in conformance with Title VI of the Civil Rights Acts of 1964, require that FHWA and FTA planning grant applicants meet certain standards of compliance with Title VI. In particular, there are requirements for Equal Employment Opportunity (EEO) programs, Disadvantaged Business Enterprise (DBE) programs, and general compliance with Title VI and Executive Order 12898 (Environmental Justice) in the transportation planning and programming process. The status of compliance of the recipient agencies in the three areas of civil rights activities is described in this appendix. In addition, strategies to meet Executive Order 12898 and USDOT order 5610.2 are described.

Equal Employment Opportunity

The RTA submitted its 2004-2007 Affirmative Action Plan in August 2004.

The Metra equal employment opportunity program covers the period from July 2004 through June 2007.

The Suburban Bus Board's plan was approved by FTA in October 1995.

CATS is administered by Illinois DOT, on behalf of its Policy Committee; the Illinois DOT affirmative action plan was last approved by FHWA in January 2001.

The NIPC plan was submitted in April 1979 and was accepted. It was later updated in November 1998.

The CTA's Affirmative Action Plan 2002-2004 was approved on February 3, 2003.

The latest updated EEO plan covering all City of Chicago departments was submitted to the FTA in January of 2004. The FTA has informed the City that they no longer need to approve the plan.

Disadvantaged Business Enterprise

The Commuter Rail Board plan was approved by FTA on September 30, 1984, and Metra's annual DBE goal was approved in January 1997. With the revised federal DBE regulations, Metra submitted its updated DBE program in August 1999; it was approved by FTA in April 2001.

The Suburban Bus Board plan was approved by FTA in July 1990; annual goals are to be approved by FTA each year.

CATS uses the Illinois DOT plan approved in May 2000 by FHWA.

The NIPC program was adopted in July 1981 and was approved by FTA. It was updated in November 1998.

The CTA will submit its FY 2005 DBE goal in September, 2004. The FY 2005 DBE goal for the CTA will be approved in August of 2004. Also, the CTA is a participant in the Illinois Unified Certification Program (ILUCP) which provides one-stop shopping in the state for DBE certification.

The ILUCP has successfully been implemented as of September 1, 2003. The primary DBE certifying agencies consist of the CTA, Metra, Pace, the City of Chicago and the Illinois Department of Transportation (IDOT). In addition, 19 subscriptions with the state of Illinois have agreed to only utilize ILUCP DBE firms on federally funded projects when applicable.

The City of Chicago program was approved by FTA on July 14, 1981, and has been updated periodically since then, the latest revision coming in September 1999. At the suggestion of the CATS Policy Committee, the major implementers have worked together to coordinate their DBE efforts; a joint certification form has been developed and is being used.

Title VI Documentation

This material documents the compliance of the MPO for the northeastern Illinois region with FTA Circular 4702.1 (Title VI Program Guidelines for Urban Mass Transportation Administration Recipients), dated May 26, 1988, particularly Chapter III: Data Collection and Reporting Requirements. The material is structured to follow the organization of the FTA circular.

Chapter III, Section 2: General Reporting Requirements

- a. On September 17, 1980, an administrative complaint alleging violations of Title VI and related regulations by the participants in the Chicago urbanized area transportation planning and programming process was filed with U.S. DOT by the League of Women Voters of Illinois, the Chicago Urban League, People Against the Transit Hike, and three minority citizens of Chicago. The MPO has still not been notified that any action has been taken on this complaint. On June 2, 1993, the city of Harvey filed a Title VI complaint against IDOT and CATS alleging discrimination against black municipalities in the distribution of transportation capital and planning funds. The complaint was resolved, with IDOT and CATS being absolved of any wrongdoing.
- b. The Unified Work Program serves as the technical documentation for application for PL and SPR funds from FHWA as well as FTA section 8 funds. PL and SPR funds totaling \$10,192,600 are being requested for FY 2006. FTA funds totaling \$3,446,400 are being requested for FY 2006.
- c. Triennial reviews conducted by FTA in 2002 for the RTA and CATS and in 2004 for the CTA, Pace, Metra and the City of Chicago have found these agencies to be in compliance with civil rights laws. Triennial reviews are being conducted for the RTA and CATS in the summer of 2005.
- d/e. The Illinois Department of Transportation has signed an FTA Civil Rights Assurance and a DOT Title VI Standard Assurance, which cover CATS as well as IDOT, due to the administrative affiliation between the two agencies.
- f. The MPO undertakes no construction projects, and thus does not perform fixed facility impact analyses. Individual Policy Committee member agencies are responsible for construction projects and do perform environmental assessments in compliance with FTA requirements. The staff of the MPO may be requested to assist in making these assessments.

Chapter III, Section 3: Program-Specific Requirements

b. Program-Specific Requirements for MPOs

1. Assessment of Planning Efforts

The 2030 Regional Transportation Plan (RTP), approved in October 2003, includes a series of goals and objectives that deal with accessibility and mobility as well as social benefits. There are eight transportation and Social Equity Objectives including to develop a transportation system that 1) provides travel benefits to persons of all ages, abilities, incomes, races and/or ethnicity; 2) avoids placing disproportionate burdens on minority or low-income populations; 3) reduces dependence on personal transportation assets; promotes transportation projects that 4) provide improved transportation choices to economically disadvantaged persons; 5) stimulate balanced and sustainable development in communities with concentrations of disadvantaged residents; 6) support programs providing financial incentives to low-income persons residing in communities that provide a wider variety of transportation choices; encourage project

implementation that 7) balances project burdens among all who benefit and 8) provides early, continuous and extended outreach effort appropriate to communicating transportation improvement opportunities to low-income, minority, senior and disabled communities. Performance measures were developed to evaluate regional equity and comparative effectiveness of mobility and accessibility improvements. The measures were stratified by sub-regional geography, minority population and household income. The plan also includes a section on community planning with recommendations regarding context sensitive solutions and transit oriented development.

The Community Mobility Task Force was formed by the Policy Committee in June 1997. The task force began actively meeting in the fall of 1997. The mission of the task force is to "provide a mechanism for the participation and input of laypersons/citizens/stakeholders on community mobility, access to jobs, public participation and other transportation issues that are in the purview of the MPO."

The task force has prepared the region's Job Access and Reverse Commute Program (JARC) grant submittals, along with the development of the region's job access plan. They monitor JARC funded projects and provides a forum for social service agencies and transportation providers to communicate. The task force has also played a key role in directing the development of the evaluation measures described above for the regional plan dealing with environmental justice and social equity issues. An extensive inventory of potential measures from MPOs around the country was prepared and the task force evaluated all potential measures and identified additional measures to be considered during the 2030 RTP update process.

The three transit operating agencies all perform continuing transit service planning and programming for their entire service areas. This work is performed in a nondiscriminatory manner, since no distinctions are made between different parts of the service areas on any basis. The region's UWP is submitted to state and regional clearinghouses for project review on many aspects, including Title VI. It has been found consistent with adopted plans and policies.

The Pace and CTA Boards of Directors have adopted statements of Service Criteria and Performance Guidelines for Fixed Route Service to ensure that routes are implemented in areas that warrant service and that the level of service is a function of ridership. These criteria are applied consistently throughout the respective service areas. Metra's UWP projects are derived from requests submitted by the railroads, community groups, elected officials, citizens and Metra staff. The CTA holds public meetings as part of the process of developing new policies. Formal budget hearings are held at CTA headquarters on the annual program. The RTA holds public hearings on its annual budget and five-year program throughout the six county region.

UWP projects are performed by agency staff or consultants. Staffs are all covered by FTA approved EEO plans and consultants are selected on a nondiscriminatory basis pursuant to FTA contracting guidelines. TIP projects are also implemented through contracts let in a nondiscriminatory manner. Contracts include clauses requiring that Title VI be adhered to in hiring, promoting and subcontracting, and permitting the withholding of payment or the cancellation or suspension of contracts in case of non-compliance. The city of Chicago, the CTA, Metra, Pace, RTA and the Illinois Department of Transportation all have minimum minority participation requirements or goals for contractual services.

The only Title VI service complaint issue is the one cited above in section (a) of the general reporting requirements.

2. Monitor Title VI Activities

As indicated in the previous section, transit planning and programming are conducted in a nondiscriminatory manner. All the transit agencies treat each part of their service areas equally. For example, any Pace bus route that is to be substantially reduced or eliminated is first discussed at public hearings which are announced in advance through public notices in appropriate newspapers and newsletters. Routes affecting large minority populations go through the same public hearing process as any other route.

All Metra lines serve areas of minority residence and employment, especially within the city of Chicago. Metra has made reverse commute service improvements in recent years. It has done extensive marketing of existing service to

suburban employees and employers, informing them of reverse commute options. All CTA questionnaires and surveys include a question concerning the race of the respondent.

The Job Access and Reverse Commute Program focused on transit projects where temporary assistance for needy families (TANF) recipients can be linked with job opportunities. An extensive evaluation of the relationship between the location of TANF recipients and the location of entry-level jobs was conducted by Pace. Pace used this data to identify routes for inclusion in its Job Access request. This information was also useful to other transit providers. CATS hired the University of Illinois, Chicago to expand the work it did for Pace to include all low-income individuals. This information assisted CATS during the evaluation of environmental justice issues during the 2030 RTP update.

The MPO staff provided the transit operating agencies with a printed breakdown of 1980 population by race for all census tracts in the region. The same information from the 1990 census and 2000 census was made available in electronic form. The operating agencies will use this data to prepare the maps required by Circular 4702.1.

3. Information Dissemination

One of the key elements of the CATS Public Involvement Plan is the continuous flow of information to citizens. CATS maintains an extensive contact list as one component of this effort. This list is an important tool for notification about public meetings and CATS activities. CATS works with committee and task force members, the media and the public to establish new contacts to add to the list, which currently includes over 7,000 individuals and organizations. The list includes hundreds of community groups and non-profit organizations in addition to municipal and county elected officials, business groups, broadcast and print media, other groups and individual citizens. These groups, organizations and officials are able to notify many thousands of their members, friends and constituents about MPO activities. Any individual citizen or group will be added on request to the CATS contact list to receive notifications, publications and announcements. CATS maintains an extensive sub-list of several hundred broadcast and print media organizations in the region. Minority, foreign language and special interest media are included. Similar lists are maintained by each operating agency and the city of Chicago.

CATS makes every effort to provide ample notice of meetings and events through calendar postings at the CATS offices, on the CATS Web site, most of which is available in both English and Spanish (www.catsmpo.com), the CATS 24-hour meeting/activity Hotline (312-793-7818), the Council of Mayors' monthly calendar and, for those who request, notification by mail. For major plans, programs and policy meetings, CATS sends notices to the entire contact list.

During the public involvement phase of the Shared Path 2030 development process a 15-minute video, "Pathways to Progress: An Introduction to Metropolitan Transportation Planning" was developed. Accompanied by an explanatory letter from Council of Mayors Executive Committee Chairman Jeffrey Schielke, this video was sent to all area municipalities for airing on their local cable access channels.

The introductory video was used by CATS staff in community outreach efforts held throughout the spring. Also during that time period, personal letters were sent to nearly 350 religious organizations and 250 community and senior citizens' organizations urging them to watch the video and attend community meetings.

Media coverage of transportation issues is based not only on the dissemination of releases and notices but also responses to reporters' questions. Agency staffs cooperate with the media and also respond to academic, other agency, and individual requests for information. Special data requests are filled and speakers provided. In addition, all recipient agencies have at least one individual designated to assist the public. The CTA staff is able to provide such assistance in several languages.

All FTA planning grant recipient agencies make use of press releases, meeting notices, and legal notices in addition to directly calling or writing civic groups and interested individuals. Minority and foreign language media and organizations are routinely notified of meetings, plans, reports and other matters in the same way that other groups are

notified. If, because of location or some other factor, a particular activity is deemed of special interest to one or more of these groups, additional steps are taken, i.e., special notices, phone calls, etc.

The following bodies advertise meetings in accordance with the Illinois Open Meetings Act: Regional Transportation Authority Board; Suburban Bus Board; Commuter Rail Board; Chicago Transit Authority Board; Chicago Area Transportation Study Policy Committee and its committees and task forces; CATS Councils of Mayors; Northeastern Illinois Planning Commission and its committees; and the city of Chicago and its departments, boards and commissions.

In addition, the agencies compile special mailing lists for specific areas or subjects. For example, using highway construction funds, CATS compiled a list of regular users of the Dan Ryan Expressway in order to assess the impact of the bridge reconstruction project on motorist behavior; the impact on public transportation was one aspect of this study.

As noted above, any Pace bus route that is to be substantially reduced or eliminated is first discussed at public hearings which are announced in advance through public notices in appropriate newspapers and newsletters. A record is kept of any opposition to a service reduction and all testimony is considered before any reduction takes place. Routes affecting large minority populations go through the same public hearing process as any other route.

Metra informs minority communities of planning efforts through hearings, public notices and board meetings concerning individual plans, programs and projects. It places legal notices concerning the annual operating and capital program in several newspapers, including minority oriented ones. Citizens may present oral testimony at public hearings or provide written testimony. Metra also established special mailing lists for its three major investment studies.

The CTA has established a formal policy on public hearings. A public hearing will be held prior to any fare increase, major service reduction, transit vehicle purchases and rapid transit station construction. Public notices will be published in general circulation newspapers and neighborhood newspapers catering to any specific groups that will be affected by the change; notices will also be placed on transit vehicles and rapid transit stations affected by the change. CTA does advertise in minority newspapers such as the Defender and La Raza. For further information on CTA's minority advertising, the Purchasing and Communication Departments should be contacted.

4. Minority Participation in the Decision-making Process

CATS has long recognized that public participation is a key ingredient in effective transportation planning. CATS' first Public Involvement Plan was approved in October 1994. The Policy Committee approved updates to that earlier plan in 1999 and again in 2004. The plan outlines a series of strategies that the MPO will use to involve citizens in the decision-making process. The primary method for direct participation in the planning process is through membership on one or more of CATS' task forces. A list of the current task forces, their charge and membership is included in the Public Involvement Plan update. During FY 2002 an audit of the public involvement process was completed. The results of this audit were used as part of the Public Involvement Plan update.

Task forces can have either a short-term or long-term mission. For example, the Public Involvement Task Force was created to develop the Public Involvement Plan update--a short-term task. The success of this effort has led to a long-term role of overseeing the implementation of the plan elements. Fifty percent of each task force membership is set aside for private citizens and a variety of special interest and citizens groups. This task force composition helps to elicit the point of view of the average transportation user as a vital component in the planning process. The Public Involvement Plan includes several strategies to increase citizen membership and participation on task forces. Monitoring of task force membership and diversity is an important assignment for CATS staff.

One of the most significant elements included in the Public Involvement Plan is the development of a Citizen's Guide. The guide details the specific steps and ways the public can be a part of the strategies outlined in the plan. While the Public Involvement Plan outlines what strategies will be used to increase public participation, the Citizen's Guide uses the results of the plan to take an active role in the planning process. The Citizen's Guide has been published in

English and Spanish. In addition to the guide, several of the major CATS policy and informational documents will be produced in a popular summary format. A brochure describing CATS was updated and will be available in both English and Spanish. A popular summary of the current TIP was completed in FY 2004. These summaries will be short and presented in a non-technical way so that an ordinary citizen can better understand their content. The Public Involvement Plan includes several other easy-to-read documents. A fold-out publication was produced documenting Shared Path 2030, providing not only an overview of the plan itself, but also the process used to achieve the plan.

In April 1999 CATS introduced CATS Online, www.catsmpo.com, the agency's web site. In addition to information about CATS, the site includes the Transportation Improvement Program, the Unified Work Program, the RTP summary, a variety of other CATS technical reports, an events calendar and dozens of links to other web sites. The CATS web site is also provided in Spanish.

During FY 2004-2005 CATS met with numerous community, business and religious leaders throughout the six county region. The purpose of these meetings was to create partnerships that would assist with increasing visibility and name recognition for CATS throughout the region. During FY 2004, staff concentrated on the business community, meeting with numerous chambers of commerce and local business groups.

The goal of this partnership initiative is the continued education process throughout the region highlighting the numerous opportunities available for anyone interested in participating in the CATS transportation planning process. The culmination of this effort results in the receipt of valuable input from the various communities throughout the region. CATS will continue to increase outreach participation in minority and low income areas. The FY 2006 UWP includes work elements that will continue to support CATS outreach effort.

For member agencies the citizens' voice in planning decisions is inextricably bound to the public information functions described above. A platform for citizen comments and criticisms is provided not only at formal hearings but at all public meetings. The region's planners also follow the procedures called for in U.S. DOT's Urban Transportation Planning System and the Federal Highway Administration's Community Involvement in Highway Planning and Design, a Manual of Techniques. In addition, staff members have taken part in training programs run by the Institute of Participatory Planning for USEPA and public participation related seminars run by the National Highway Institute and the National Transit Institute. In past years, CATS has hosted several of these seminars, including one devoted to environmental justice. Efforts are made to go beyond the letter of the law and use various methods to continue to increase the level and degree of public participation.

The northeastern Illinois region's population is treated equally in regard to participation in making decisions. For regional plans and programs, hearings are held throughout the region, affording everyone an opportunity to comment and testify. During the Shared Path 2030 process, the MPO held a series of planning information forums, distributed six newsletters, conducted a series of community meetings and produced several videos that were aired numerous times. All meeting locations were accessible to people with disabilities and were served by public transportation. All comments received at the meetings were documented and responses sent to the commentators. All public commentators from the hearings also received responses. The RTP Committee considered all comments received throughout the process.

Pace maintains close relationships with local and sub-regional governmental and quasi-governmental agencies, and service reductions and increases are regularly discussed at meetings of Councils of Mayors, mass transit districts, and planning agencies. Through these groups and public hearings, Pace ensures that all residents are represented in the decision making process. Metra encourages minorities to present their views on all transportation issues to the appropriate department of Metra or the appropriate board or advisory committee.

5. Minority Representation on Decision-making Bodies

- a) Chicago Area Transportation Study Policy Committee: 18 white, 2 minority
- b) Northeastern Illinois Planning Commission: 27 white, 3 minority, 3 vacancy
- c) Regional Transportation Authority Board: 9 white, 3 minority
- d) Commuter Rail Board: 4 white; 2 minority, 1 female

- e) Suburban Bus Board: 9 white, 2 minority
- f) Chicago Transit Authority Board: 3 white, 3 minority, 1 vacancy
- g) CATS Councils of Mayors Executive Committee: 21 white, 1 minority

Membership on all of these boards is by appointment, with the power of appointment vested with elected officials. For its boards and advisory groups, Metra has made efforts to inform minority groups of the potential for service and will continue to encourage qualified minorities who are interested in serving to make themselves available to the appointing authorities. Membership on the Pace Board of Directors is limited to current or former municipal chief executive officers. Pace regularly communicates with this group of individuals to determine interest in board membership, relays this information to the appointing authorities, and provides them with educational materials concerning Title VI requirements.

APPENDIX D

STAFF REQUIREMENT SUMMARY TABLE

Each work element description in the UWP contains an estimate of the number of person-months required for the completion of the work. The table below summarizes these figures by recipient agency, and translates them into person years. All participating agencies anticipate having adequate staff available during the year to perform the assigned work.

<u>Agency</u>	<u>Person-Months</u>	<u>Person-Years</u>
CATS	468	39.0
CTA	100	8.3
Chicago	74	6.2
Council of Mayors	195	16.3
NIPC	150	12.5
Metra	24	2.0
Pace	21	1.8

APPENDIX E
COST ALLOCATION PLANS

NIPC and Council of Mayors

Due to limits on FTA funds, the Council of Mayor's program was given 100 percent PL funding due to the flexible funding mechanisms of TEA-21, although they are both highway and transit oriented.

CATS

Due to limits on FTA funds, most new CATS projects were given 100 percent PL funding due to the flexible funding mechanisms of TEA-21, although they are both highway and transit oriented. To the extent that FTA funds were available, six projects received joint funding. The federal funding agencies will be invoiced in proportion to the budgets that each provide to each specific project. Other projects received SPR funds to supplement the PL funds granted through the UWP process; costs will be split in proportion to the budgets from these two separate FHWA sources.

City of Chicago

Due to limits on FTA funds, most new Chicago projects were given 100 percent PL funding due to the flexible funding mechanisms of TEA-21, although many are both highway and transit oriented. To the extent that FTA funds were available, one project received FTA funding.

The accounting system used by Chicago assures the separate tracking of eligible charges against FTA and PL contracts. Each grant contract is assigned a unique identifier number as are individual projects under each grant. This is true even if a particular UWP work element is funded by both FTA and PL dollars. These identifiers are used by staff, consultants, etc. in charging time and expenses against various projects in the City's annual program.

DuPage County

Due to limits on FTA funds, DuPage County's two projects are provided split FTA and PL funding due to the flexible funding mechanisms of TEA-21.

RTA and Service Boards

RTA, CTA, Metra and Pace receive FTA funds only.

APPENDIX F

OBJECT CLASS BUDGETS

The following preliminary budgets for the new FTA and PL funds have been calculated based on anticipated contractual costs shown in the UWP and reported fringe and indirect rates. The subregional planning program budget of \$1,063,000 PL is not included. Budget figures include local match.

<u>Object</u>	<u>PL</u>	<u>FTA</u>
Personnel	\$3,157,952	\$878,199
Indirect	\$2,405,136	\$177,795
Fringe	\$1,509,676	\$464,791
Contractual*	<u>\$2,056,836</u>	<u>\$1,925,615</u>
Total:	\$9,129,600	\$3,446,400

* Includes rent, equipment, travel, computer time, etc.

APPENDIX G

AUDIT REQUIREMENTS

In response to the requirements of OMB Circular A-133, the participating agencies all have made arrangements for required financial and compliance audits within the prescribed audit reporting cycle. It is understood that failure to furnish an acceptable audit as determined by the appropriate federal agency may be a basis for denial and/or refunding of federal funds.

APPENDIX H

PROJECT REVIEW COMMENTS

The preliminary UWP was submitted to the Illinois State Clearinghouse and the Northeastern Illinois Planning Commission for project review. The Illinois State Clearinghouse found the UWP to not be in conflict with the State's plans, policies and priorities. At the date of this publishing, no comments have been received from NIPC.



**SINGLE POINT
OF CONTACT**

*Illinois State
Clearinghouse*

Administered by the

**Illinois Department
of Commerce and
Economic Opportunity**

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*Rod R. Blagojevich
Governor*

*Jack Lavin
Director*

June 10, 2005

Mr. Mark Thomas
Chicago Area Transportation Study
300 W. Adams
2nd Floor
Chicago, IL 60606

RECEIVED

JUN 24 2005

C.A.T.S.

SAI: 05-051621
REGION: Cook
CFDA # 20.205
TITLE: Unified Work Program for Transportation Planning
FY2006

The Illinois State Clearinghouse has processed the subject notification pursuant to Federal Executive Order 12372. Representatives of State, regional and local organizations whose activities might be affected by action on this project have been provided an opportunity for review and comment.

Based on the information provided and responses of interested parties, it has been determined that:

X No comments were received during the 30-day review period, which indicates that the proposed project is apparently not in conflict with the State's plans, policies and priorities.

_____ The comments received during the 30-day review period indicate that the proposed project is apparently not in conflict with the State's plans, policies and priorities. However, the attached comment(s) and/or recommendations(s) should be taken into consideration by the applicant and the funding agency.

_____ The comments received during the 30-day review period indicate that the proposed project is not in conflict with the State's plans, policies and priorities provided the provision(s) outlined in the attachment(s) is/are met.

_____ The comments received during the 30-day review period indicate that the proposed project is in conflict with the plans, policies and priorities of the State. See attachment(s) for further explanation.

This notice neither waives the necessity to obtain, nor excuses the failure to obtain, any additional notification, approval, permit, license, contract, right, or other arrangement which may be required for this project. The funding agency will conduct a programmatic review which is separate and distinct from this Executive Order 12372 review.

This letter is valid for two years from this date. However, any updated documents must be submitted to the State Clearinghouse if revision, continuation, or augmentation is sought for the project. Please reference the State Application Identifier (SAI) number in any future correspondence concerning this project.

Thank you for participating in the State Clearinghouse process. We wish you every success in your endeavors.

Roukaya McCaffrey
Coordinator/Single Point of Contact (217) 524 - 0188

APPENDIX I

ACRONYM LIST

ADA	Americans with Disabilities Act of 1990
ADT	Average daily traffic
APA	American Planning Association
APTA	American Public Transit Association
CAAA90	Clean Air Act Amendments of 1990
CARS	Chicago Accident Reporting System
CATS	Chicago Area Transportation Study - MPO for the northeastern Illinois region.
CCC	Chicagoland Chamber of Commerce (formerly CACI)
CMAQ	Congestion Mitigation and Air Quality Improvement program - A funding programs in ISTEA and TEA-21.
CMS	Congestion Management System
COP	Comprehensive Operating Plan - Prepared by Pace
CRD	Commuter Rail Division - A commuter rail service board of the RTA; also called Commuter Rail Board and Metra.
CRS	Condition Rating Survey
CTA	Chicago Transit Authority
CTPP	Census Transportation Planning Package - Special tabulation of census data by transportation zone.
DOT	(United States) Department of Transportation
EPA	(United States) Environmental Protection Agency
EMME/2	Transportation modeling package for use on microcomputers or workstations.
FAA	Federal Aviation Administration
FAST	Future Agenda for Suburban Transportation - A strategic plan developed by Metra and Pace
FHWA	Federal Highway Administration
Illinois FIRST	State funding package, Fund for Infrastructure, Roads, Schools and Transit
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic information system - Generic term for a computerized system consisting of spatially distributed data and procedures to manipulate, analyze and display such data in either a graphic or textual format.
HCM	Highway Capacity Manual
HCS	Highway Capacity System (software)
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HRDB	Highway Record Data Bank
IDAS	ITS Deployment Analysis System – Sketch model for the performance evaluation of intelligent transportation system technologies
IDOT/DPIT	Illinois Department of Transportation/Division of Public & Intermodal Transportation
IDOT-I	Illinois Department of Transportation/District I
IDOT/OPP	Illinois Department of Transportation/Office of Planning and Programming
IEPA	Illinois Environmental Protection Agency
IDENR	Illinois Department of Energy and Natural Resources
ILUCP	Illinois Unified Certification Program
I&M	Inspection and Maintenance
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IRIS	Illinois Roadway Information System - Roadway data base
STHA	Illinois State Toll Highway Authority
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation Systems - Formerly IVHS, Intelligent Vehicle/Highway Systems
MPO	Metropolitan Planning Organization

MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NHS	National Highway System - System established in ISTEA consisting of interstates and principal arterials; one of the funding programs in the ISTEA
NIPC	Northeastern Illinois Planning Commission - Comprehensive planning agency for the region.
NIRC	Northeastern Illinois Rail Corporation - An arm of the CRB responsible for operating commuter rail service on the Illinois Central, Rock Island and Milwaukee Road lines.
NIRPC	Northwestern Indiana Regional Planning Commission - The comprehensive planning agency and MPO for the three northwestern Indiana counties of Lake, Porter and LaPorte.
NHS	National Highway System
NO_x	Nitrogen Oxide
NPTS	Nationwide Personal Transportation Survey - A survey performed periodically by USDOT.
QRS	Quick Response System
RASP	Regional Airport System Plan
RFP SIP	Reasonable Further Progress SIP - Document containing emission reduction budgets for different sources.
ROP SIP	Rate of Progress SIP
RTA	Regional Transportation Authority
RTP	Regional Transportation Plan - The region's long range transportation plan
SAS	Statistical Analysis System
SBD	Suburban Bus Division - A service board of the RTA responsible for bus service in the suburbs; also called Suburban Bus Board and Pace.
SEDP	Strategic Early Deployment Plan - Plan for the deployment of intelligent transportation system in northeastern Illinois
SIP	State Implementation Plan - Statewide plan for achieving national ambient air quality standards.
SOV	Single Occupant Vehicle
SPFLRM	Strategic Plan for Land Resource Management - NIPC's land use plan.
SRA	Strategic Regional Arterial(s) - A system of arterial roads designated in the 2020 RTP to supplement the freeway system in accommodating long distance, high volume traffic.
SRT	Strategic Regional Transit (System) - Integrated network of high capacity transit facilities designated in the 2020 RTP.
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program - One of the funding programs in the ISTEA and TEA-21
TARD	Transit Access and Regional Development - 1) NIPC project examining the relationship between transit access and development of an area; 2) a computer file showing level of transit service by quarter section.
TCM	Transportation Control Measure (for air quality improvement)
TDM	Transportation Demand Management - Includes strategies to relieve congestion
TDP	Transit Development Program
TEA-21	Transportation Equity Act for the Twenty-First Century - Surface transportation act passed in 1998 to replace ISTEA.
TIGER	Topologically Integrated Geographic Encoding and Reference File - An address file processing Census data.
TIP	Transportation Improvement Program - The region's multi-year agenda of surface transportation projects; contains projects for which federal capital funding is sought, federal operating assistance and other non-federally funded projects
TMA	Transportation Management Association - Public/private groups formed to reduce congestion in specific areas through management techniques such as ridesharing and alternative work schedules.
TOD	Transit Oriented Development - Land use planning and development that supports the use of transit services.
UWP	Unified Work Program
VMT	Vehicle miles traveled
VOC	Volatile Organic Compound
WPC	Work Program Committee - Advisory committee to the CATS Policy Committee

APPENDIX J

NON-UWP FUNDED PLANNING PROJECTS

Several planning studies of potential regional significance being supported by funds not programmed through the Unified Work Program. They are listed below and summarized on the following pages.

CDOT

Mid-City Transitway Phasing Study
Red Line (Dan Ryan) Extension Alternatives Study

Metra

New STAR Line Service
New Southeast Service
Union Pacific-Northwest Line Upgrade
Union Pacific-West Line Upgrade

Pace

Service Restructuring Study
Harvey Transportation Center
Queue Jump – Traffic Signal Priority Project

RTA

Regional Transit Coordination Plan:
 Systems Analysis Component
Intelligent Transportation System (ITS) Projects:
 Active Transit Station Signs Demonstration
 Parking Management Guidance System Demonstration
 Multi-Modal Information Kiosks Project (MMIK)
 Bus Arrival Information (BusInfo) System
 Transit Signal Priority (TSP) Projects
Corridor Planning Studies:
 South Suburban Commuter Rail Corridor
 Cook-DuPage Corridor Study
 Corridor Planning Standards
 North Shore Corridor Travel Market Analysis
 DuPage Phase 1 Community Circulators

CATS

Metropolitan Household-Based Activity and Travel Behavior Inventory

CHICAGO DEPARTMENT OF TRANSPORTATION Non-UWP Funded Projects

Mid-City Transitway Phasing Study

The Mid-City Transitway is a proposed 22-mile circumferential transit line that would serve trips outside the downtown area and connect with many other transit services. The City proposes to determine which segments of potential alignments and which modal alternatives are most cost effective and efficient. The City completed a multi-modal right-of-way physical feasibility study for the Blue Line (O'Hare branch) to Midway Airport segment, as well as a market and demand analyses. Future work includes conducting a multi-modal right-of-way physical feasibility study for the East-West (Midway Airport-to-Red Line) segment including coordination with rail freight plans. An analysis of potential demand for truck usage on the busway-truckway alternative will be developed. Total cost: \$1,800,000 (FY06 estimate: \$560,000)

Red Line (Dan Ryan) Extension Alternatives Study

The city is evaluating alternatives for extending the Red Line (Dan Ryan branch) rapid transit south of its current terminal at 95th Street. Specific tasks carried out to date include: defining alternatives, including a rapid transit extension between the present 95th Street station and a new terminal at 103rd street, other longer rapid transit extension options and less capital-intensive bus and commuter rail alternatives; estimating capital cost; and developing conceptual plans. Work scheduled for FY06 includes ridership forecasts; an analysis of environmental, economic and social impacts; an evaluation of alternatives; and the selection of preferred alternatives. Total cost: \$1,400,000 (FY06 estimate: \$500,000)

Pace Non-UWP Funded Projects

Section 5307 Grant application: Service Restructuring Study

The study's purpose is to develop a route structure that is in line with current travel markets in Northeastern Illinois. The primary area of concentration is the 4100 revenue bus hours operated in Cook County and fixed route service provided in the collar Counties. The study will develop a plan to restructure current service. The work tasks are a full ride check of each trip at least once for weekday/Saturday/Sunday service. This includes a 25% sample origin destination study for weekdays only. The consultant would provide an extensive range of data and analysis of this information and use it to streamline service in a simple arterial street oriented system. The consultant would advise and participate in the public hearing process but Pace would run the public consultation process. The consultant would also provide full schedules and operator picks produced through Pace's Hastus system. The study covers an 18 month time period and includes an early deployment effort as a community example of the changes typical of the full restructuring effort. \$1,000,000

Harvey Transportation Center – Traffic Signal Priority Project (RTA RTAP Funded)

This project will study coordination and upgrade of existing traffic signals with Transit Signal Priority (TSP) for buses in the vicinity of the Harvey Transportation Center. This project will determine the appropriate approach to the upgrade and modernization of 15-20 existing traffic signals along 154th Street, Park Avenue and Halsted Street to facilitate TSP. Implementation of TSP in this vicinity has the potential to greatly improve the service reliability of the Pace routes and enhance the terminal transit operation. \$350,000

Queue Jump – Traffic Signal Priority Project

This project will evaluate and determine a concept design for a bus "Q-Jump" lane at intersections with existing dedicated right turn bays. The project will address geometric design as well as the need for the signal modifications. A queue jump lane is a short stretch of bus lane combined with traffic signal priority. The idea is to enable buses to by-pass waiting queues of traffic and to cut out in front by getting an early green signal. A special bus-only signal may be required. The queue jump lane can be a right-turn only lane, permitting straight through movements for buses only. A queue jump lane can also be

installed between right-turn and straight through lanes. A similar arrangement can be used to permit a bus to cross traffic lanes to make a left turn immediately after serving a curb side stop. The project will address selected locations representative of typical conditions in the six County area. \$100,000

RTA Non-UWP Funded Planning Projects

The Regional Transportation Authority (RTA) is involved in the following non-UWP funded planning projects of potential regional significance:

Regional Transit Coordination Plan

This multiyear effort consists of complimentary studies aimed at enhancing regional mobility by improving opportunities for interagency travel. Initial information-gathering efforts, including focus groups and a transfer location study, were funded through UWP. Subsequent components have been funded in part by grant agreements with IDOT. The Information Coordination, Physical Coordination, Service Coordination and Fare Coordination components have been completed. Ongoing components include:

- Systems Analysis Component – The Systems Analysis component evaluates the combined impacts of improvements within all areas of coordination: physical, service, fare and information. The scope of work includes; screening and refining recommendations resulting from previous RTCP components, developing test scenarios, and estimating the net benefits and costs associated with desired changes. Approximate budget: \$470,000.

Intelligent Transportation Systems (ITS) Projects

These projects are multifaceted and technically intensive studies and demonstrations of emerging technologies and related capital investments. These RTA and IDOT funded projects will demonstrate and test Intelligent Transportation Systems that have the potential to be regionally significant. These projects include:

- Active Transit Station Signs Demonstration – This RTA managed demonstration will test active signs at four CTA rail stations and Midway and O’Hare Airports. System installation and testing are complete. The ATSS demonstration system will be evaluated for technical, user and operational functionality to determine feasibility of full deployment. Approximate budget: \$3,000,000
- Parking Management Guidance System Demonstration – This project is part of the RTA 2002 RTAP Program. This Metra managed demonstration will test active guidance signs at parking lots near two Metra stations in Tinley Park and Mokena. The consultant firm of HNTB was selected to develop a detailed design for the upcoming field demonstration. Design has been completed and a vendor has been selected. Approximate budget: \$1,100,000
- Multi-Modal Information Kiosk (MMIK) Project – The goal of this RTA managed effort is to develop and demonstrate a web-enabled kiosk information system that provides a centralized source of information on multi-modal travel options in the region. This project is in conjunction with Fiscal Year 2005 UWP# 6335.61- Regional Traveler Information Kiosk Implementation Plan. This project is underway. Approximate budget: \$700,000
- Bus Arrival Information (BusInfo) System – The goal of this RTA managed effort is to develop a design for a regional bus arrival system consisting of active bus stop signage. A design competition between three vendors was held and the winning design was selected. The development of the system is underway. Approximate budget: \$4,100,000
- Transit Signal Priority (TSP) Projects – The RTA, in conjunction with the service boards, has established a TSP multi-year program for planning and ultimately regional implementation of TSP. The current effort includes demonstration projects for CTA and Pace along selected arterials throughout the region. Approximate budget: \$1,000,000 CMAQ

Corridor Planning Studies

These corridor level planning studies are multi-party investigations of new and expanded transportation corridors. Studies typically have a transportation planning component aimed at identifying and determining feasibility for one or more modal options/alignments. In some corridors, municipal partners are leading complementary studies focused on development of transit supportive land use policies/development strategies and local financing mechanisms that are critical to successful implementation of major new transit service.

- South Suburban Commuter Rail Corridor – The RTA and the Calumet Corridor Planning Council are leading a multi-modal corridor planning study to explore transportation needs and alternatives in the Southeast Commuter Rail Corridor. The corridor is centered on the Union Pacific/CSX rail line in southeast Cook County and northeast Will County and is one of several corridors recommended for multi-modal analysis in the 2030 Regional Transportation Plan. In conjunction with Metra’s alternatives analysis, corridor municipalities will continue to develop their local land use and financing plan in 2006. Approximately budget: \$50,000
- Cook-DuPage Corridor Study – The RTA is leading the Cook-DuPage Corridor Study with the Illinois Department of Transportation to examine a broad range of transportation system improvements to meet the mobility needs in the western suburbs of Chicago. The corridor spans all or portions of 51 municipalities comprising three Councils of Mayors and two councils of government, two counties and over 1 million residents. Corridor boundaries are Cicero Avenue, the Kane/DuPage county line, Metra’s Milwaukee District West Line and the Burlington Northern Santa Fe. Cook-DuPage is one of several corridors recommended for multi-modal analysis in the 2030 Regional Transportation Plan (RTP). Two major phases of study spanning 2003-2007 are anticipated: 1) Travel Market Analysis, 2) Alternatives Definition and Analysis. Both will be accompanied by Public Input and Communication.
 - The Travel Market Analysis (completion summer 2005) will identify major travel patterns affecting the corridor, transportation system deficiencies and major mobility problems for corridor level travel. Approximate budget: \$585,000
 - The Alternatives Definition and Analysis will systematically and objectively explore and evaluate a range of transportation system improvements (including proposals from the 2030 RTP) and their consequences; and select locally preferred alternative(s) that best respond to stated transportation problems and expectations. Approximate budget: \$1,500,000
 - Public Input and Communications will develop and execute a plan to ensure continuous public input and meaningful public education/outreach materials throughout the development and evaluation of major new transportation improvement alternatives for the Cook-DuPage Corridor. Approximate budget: \$300,000
- Corridor Planning Standards – This study will develop and apply corridor planning standards to enhance effective decision-making for groups of communities anticipating major new transportation investments. These standards, being developed initially for the Cook-DuPage Corridor, can then be customized for application throughout the region. Municipalities acting individually and collectively through a Corridor Planning Council will be directly involved in formulating Corridor Planning Standards. This project will develop a community self assessment tool that a community can use to take stock of itself and build a local profile of demographics, economics, transportation assets, community development, travel patterns and other community assets. Community assessment is expected to lay the groundwork for development of Corridor Planning Standards – for mobility, access, safety, efficiency and environment; which can be used to screen transportation improvement options for conformity to local expectations and preferences – in addition to traditional federally prescribed criteria for Major Investment Studies/Alternatives Analysis. Approximate budget: \$250,000.
- North Shore Corridor Travel Market Analysis – This study is a market analysis of the Chicago Transit Authority’s Skokie Swift (Yellow Line) to explore the potential need for new intermediate stations on the existing line, and extension of the line north and/or south to serve existing and emerging travel markets. The market analysis will develop a clear understanding of corridor travel patterns and determine the most viable intermediate station locations and extension options from a market feasibility perspective. The market analysis study area is expected to span all or portions of Evanston, Skokie, Morton Grove, Glenview, Northfield, Northbrook and portions of the far north side of Chicago. Approximate budget: \$150,000.

- DuPage Phase 1 Community Circulators – This project builds upon the DuPage Area Transit Plan, the current, official transit Plan of DuPage County. The Plan recommends a suburban transit system comprised of three layers of service; a Bus Rapid Transit corridor connecting Naperville, Oak Brook, O’Hare and Schaumburg; a network of cross county bus and rail Connector routes; and numerous local Circulators. The DuPage Mayors and Managers Conference will undertake a circulator market analysis and develop detailed service specifications for approximately three new circulators. In addition, the study will develop circulator system planning standards and explore potential solutions to institutional issues that are a prerequisite to successful service deployment. Approximate budget: \$150,000

CATS Non-UWP Funded Planning Projects*

Metropolitan Household-Based Activity and Travel Behavior Inventory

The primary goal in this project is to obtain a high-quality data resource for use in maintaining and developing its regional travel demand forecasting models. A secondary goal is to provide a general data resource for other regional planning applications in the region. A technical working group will be established by the Work Program committee to monitor inventory development. A consultant will be hired to design the inventory, develop a data collection instrument, collect the data and develop a data base. The inventory will be initiated in the summer of 2005 and will take two years to complete. Anticipated budget: \$2,461,600

* funding for this effort was originally established through UWP grants during FY’s 1999 to 2002 and IDOT SPR funds.

APPENDIX K

UWP EVALUATION AND DEVELOPMENT PROCESS

The UWP Committee is charged with guiding the development of the annual Unified Work Program for transportation planning in northeastern Illinois. Three sets of criteria were used to assist in project selection during development of the FY06 UWP, and they are discussed below. A table summarizing the information for each of the UWP-funded projects follows.

Emphasis Areas

In order to help guide development of the FY06 UWP, in January 2005 the UWP Committee adopted five emphasis areas as a way to help categorize projects. These areas provided specific objectives for the committee to work toward during development of the UWP in order to support good planning in the region. The emphasis areas adopted were:

- Promote the safe and efficient movement of people.
- Promote the safe and efficient movement of commercial goods.
- Promote the use of non-motorized travel modes.
- Support alternatives to single-occupancy vehicle travel.
- Support transit-oriented development.

The first two emphasis areas focus on improving the operation of the transportation system by increasing efficiency. The remaining three areas focus on providing transportation choices to the traveling public and providing travel opportunities in addition to the use of private vehicles. These emphasis areas support the overall stated intentions of the region's adopted long range transportation plan (*Shared Path 2030*): to promote efficient travel behavior and accommodate it, and to promote an efficient urban economy and sustain it.

Policy Committee Input

The emphasis areas were presented to the CATS Policy Committee, the MPO for the region, in January 2005. While no formal vote on the emphasis areas was taken by the Policy Committee, the members were supportive and in general agreement with the emphasis areas. The discussion yielded the following two additional areas of interest to the Policy Committee:

- automobile and pedestrian safety, and
- arterial management.

Relationship of Project to Federal Requirements

During the project submittal process, project sponsors were asked to identify federal requirements that a proposal would meet. They were allowed to specify if a proposal would meet 23 CFR Part 450, Subpart C (dealing with Metropolitan Transportation Planning and Programming), 40 CFR Part 93 (dealing with Conformity of Federal Actions to State or federal Implementation Plans) or some other requirement. The purpose for compiling this information was twofold: first, to compile a list of federal requirements that the UWP is addressing (shown later in this appendix), and second, to use in project selection.

A number of submittals fell under more than one of the categories provided for federal regulations. In order to make the information more useful, the following four mutually exclusive categories were created under the heading "Relation to Federal Requirements":

- Directly Meets Federal Requirements – these projects directly respond to legal requirements, such as development of the TIP by the MPO.
- Supports Federal Requirement Work – these projects directly tie into meeting federal requirements but do not, by themselves, satisfy the requirements. One example is fiscal forecasting and analysis by one of the region's transit agencies, which is necessary for development of the region's TIP.

- Meets Federal Guidance – these projects respond to federal guidance on specific subjects, such as FTA New Starts guidelines.
- Makes Good Planning Sense – these are projects valuable to the region that do not fit into the other three categories. Each submittal started in this category and was moved into another as appropriate.

Program Summary

The project selection process began by funding critical staffing needs. The staffing costs of MPO staff, the Regional Council of Mayors staff and the transportation portion of NIPC staff were identified and evaluated. FY06 UWP funds were first allocated to cover these costs. The aforementioned criteria were then used to select projects and program the remaining funds, with the goal of achieving a balanced program for the region.

The table on the following page summarizes the criteria for each project in the FY06 UWP. Each column has a summary of the number of UWP projects meeting the criterion, the total FY06 UWP funding the criterion is receiving and the percentage of total FY06 UWP funding the criterion represents. Summing the criteria within the Emphasis Areas and Policy Committee Input categories will not result in the correct number of UWP projects or the total for the program, as projects may apply to multiple (or no) criteria within these categories. The results within the Relation to Federal Requirements category may be summed, as the criteria are mutually exclusive and applied to every project.

Nearly ¾ of the FY06 UWP funds are programmed for projects that support the safe and efficient movement of people in the region. More than half of the funds are for projects supporting TOD and transportation alternatives to single-occupant vehicles. Over 44% of the funds are to support the safe and efficient movement of commercial goods, illustrating the region's belief in a competitive and vibrant freight industry. Projects directly addressing the Policy Committee's interest areas of Safety and Arterial Management both received similar amounts of funding. The Relation to Federal Requirements category shows a balanced approach to funding projects that meet federal requirements and guidelines, those that support required work, and those that are regionally important and continue good planning in the region.

Federal Requirements and Guidance

The project submittals yielded the following list of federal regulations/guidance that the projects in the FY06 UWP are meeting:

- 23 CFR 420.105, Planning and Research Program Administration
- 23 CFR 450, Subpart C, Metropolitan Transportation Planning and Programming
- 23 CFR 450.316 (b)(1), public information and public involvement proposals
- 23 CFR 500, Congestion Management System
- 23 CFR 940, Intelligent Transportation Systems Architecture and Standards
- 49 CFR 611, Final Rule for Major Capital Investment Projects (especially Section 7 – Relation to Planning and Project Development Processes)
- Executive Order 12906: 'Standardized Documentation of Data' regarding GIS metadata
- Federal Planning Emphasis Areas: 1) management and operations with the planning process; 2) enhancing the technical capacity of the planning process; 3) consideration of safety and security in the transportation planning process.
- FTA New Starts Guidelines
- National Transit Database requirements
- Federal MPO certification review recommendation to CATS (2002) regarding safety
- required annual Financial Capacity Report submitted to CATS by RTA

FY06 UWP			Emphasis Areas					Policy Cmte. Input		Relation to Federal Requirements			
UWP ID	Project	FY06 UWP funds (\$000s)	Move people safely/efficiently	Move goods safely/efficiently	Non-motorized modes	Alternatives to SOV travel	Support TOD	Safety	Arterial Management	Directly meets requirements	Supports requirement work	Meets federal guidance	Makes good planning sense
1100.01	2030 Regional Transportation Plan	\$200.1	X	X	X	X	X	X	X	X			
1100.07	Regional Transportation Plan	\$135.0								X			
1100.08	Bicycle and Pedestrian Planning	\$77.4	X		X	X		X			X		
1100.10	Pedestrian Safety Plan	\$55.0	X		X	X	X	X				X	
1100.13	Financial Scenarios for 2030 RTP	\$100.0								X			
1100.14	Local/Community Service Planning	\$200.0	X		X	X	X						X
1100.15	Rail Sys. Plan. Using On-Track Software	\$200.0	X				X						X
1205.02	Growth Mon. and 2005 Land Use Inventory	\$435.0					X			X			
1205.03	2005 Digital Orthophotography	\$125.0									X		
1210.22	Pop./Household/Employment Forecasts	\$450.0					X			X			
1604.01	Implem. of 2040 Reg. Framework Plan	\$785.0			X		X				X		
1604.02	2040 Framework Plan Reports	\$280.0								X			
2351.01	TIP/CMAQ Program Dev/Monitor/Pub. Inv.	\$675.0	X	X	X	X	X			X			
2351.02	TIP Development and Monitoring	\$140.0									X		
2351.03	Preliminary Development	\$450.0	X		X	X	X				X		
2351.05	Program Development	\$125.0	X								X		
2351.07	Preliminary Planning	\$500.0	X	X	X	X	X				X		
2354.03	RTP/TIP Conformity Analysis/SIP Consult.	\$276.5	X	X						X			
2356.02	Coord. of STP with Local Elected Officials	\$162.6	X	X	X								X
2357.05	Fiscal Forecasting and Analysis	\$100.0	X		X	X	X				X		
3004.01	Gen. Public Information and Involvement	\$645.6	X	X	X	X	X			X			
3004.03	Public Involvement	\$211.0								X			
3004.04	Public Involvement for the RTP Update	\$340.0								X			
3339.20	Reg. CoM Support/Mgmt of Sub-reg. Prog.	\$327.1	X	X	X		X						X
3339.32	Subreg. Transp. Plan/Program/Mgmt	\$1,028.0	X	X	X	X	X	X	X				X
4203.02	Geographic Information Systems	\$250.0									X		
4311.54	Council of Mayors Data Collection	\$35.0											X
4318.48	Travel/Data Monitoring	\$440.6	X	X								X	
4318.58	Station/Train Boarding & Alighting Counts	\$400.0	X		X	X	X				X		
4318.64	Reg. Internet Plan. Data. Archive/Inventory	\$413.5	X		X	X	X		X			X	
4318.68	Chicago City-wide ADT Data Collection	\$285.0	X	X	X	X	X						X
4341.63	Travel Model Development and Support	\$228.4	X	X	X	X	X				X		
4341.74	Farecard-Based Passenger Flow Study	\$100.0	X		X	X	X						X
5321.16	Congestion Monitoring	\$200.5	X	X				X		X			
5325.49	International Conference on Privatization	\$146.9	X										X
5325.56	Comp. Study of Pvt Sector Transit Industry	\$50.0	X								X		
5328.02	Implem. of the ITS Component of the RTP	\$194.3	X	X				X	X			X	
5328.03	Freight Operations Analysis and Research	\$78.3		X							X		
5328.05	Transportation Management & Operations	\$209.8	X	X		X	X		X			X	
5328.90	Regional Baseline Data & Inventory	\$210.2	X					X	X			X	
5328.93	Regional Rideshare Services Program	\$147.5	X	X		X			X		X		
5363.16	Tr. Plan. for Seniors/People w/ Disabilities	\$61.3	X			X		X					X
5382.14	Reg. PAQB Development and Tracking	\$68.3	X								X		
6334.19	Highway and Transit Project Assistance	\$303.5	X	X		X							X
6335.04	Roosevelt Road Connector Route Plan	\$75.0	X		X	X	X		X				X
6335.05	Schaumburg-Downers Grove Route Plan	\$75.0	X		X	X	X		X				X
6335.21	Customer Satisfaction Index Survey	\$175.0	X			X	X				X		
6335.35	Bus Rapid Transit Network Development	\$150.0	X			X	X		X				X
6335.46	O'Hare/Midway Exp. Guideway/Term. Plan	\$310.0	X			X	X						X
6335.68	Transit New Starts Technical Assistance	\$26.3	X			X	X					X	
6336.04	C4T Initiative	\$62.6		X									X
6336.05	Motor Freight Velocity Project	\$31.3		X									X
6336.06	Freight Media Project	\$16.7		X									X
6337.06	Regional Pedestrian Safety Initiative	\$150.3	X		X			X				X	
6607.01	RTAP 2005 Station Area Plan-TOD Studies	\$600.0	X		X	X	X						X
7001.01	UWP Development and Monitoring	\$120.4								X			
	Metro HH-Based Travel Behav. Inventory	\$0.0									X		
		\$13,639.0											
	number of projects (57 total):		39	20	22	26	27	9	10	13	17	8	19
	total funding:		\$10,043.7	\$6,013.4	\$7,533.0	\$7,491.4	\$9,098.8	\$2,177.1	\$2,703.4	\$4,069.1	\$3,699.9	\$1,700.0	\$4,170.0
	% of funding:		73.6%	44.1%	55.2%	54.9%	66.7%	16.0%	19.8%	29.8%	27.1%	12.5%	30.6%

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The Work Program Committee reviews and makes recommendations to the Policy Committee on transportation matters presented to CATS and carries out any other duties the Policy Committee shall assign to it. It coordinates the activities of the committees, subcommittees and task forces reporting to the Work Program Committee.

The Unified Work Program Committee determines the contents of the annual transportation planning work program and monitors its implementation.